



Saint Paul Planning Commission

City Hall Conference Center Room 40
15 Kellogg Boulevard West

Christopher B. Coleman,
Mayor

Steering Committee Meeting – 8:00 a.m., Room 41

Agenda

Saint Paul
Planning Commission

July 22, 2011
8:30 – 11:00 a.m.

Chair

Jon Commers

First Vice Chair

Barbara A. Wencil

Second Vice Chair

Paula Merrigan

Secretary

Anthony Fernandez

I. Approval of minutes of July 8, 2011

II. Chair's Announcements

III. Planning Director's Announcements

IV. PUBLIC HEARING: District 9 Residential Zoning Study – Item from the Neighborhood Planning Committee. (*Jessica Rosenfeld, 651/266-6560*)

PUBLIC HEARING: District 9 Commercial Zoning Study – Item from the Neighborhood Planning Committee. (*Lucy Thompson, 651/266-6578*)

V. Zoning Committee

SITE PLAN REVIEW – List of current applications. (*Tom Beach, 651/266-9086*)

NO BUSINESS

VI. Neighborhood Planning Committee

District 6 Small Area Plan 40-Acre Zoning Study – Recommendation to expand the study area boundaries. (*Penelope Simison, 651/266-6554*)

Highland Village Special District Sign Plan – Recommendation to initiate a zoning study to amend the special sign district plan. (*Kate Reilly, 651/266-6618*)

VII. Transportation Committee

Parking Meter System Replacement Report – Recommend approval to proceed. (*Paul St. Martin, Public Works, 651/266-6118*)

Projects for MnDOT Cooperative Agreement Program – Recommend approval to apply for FY 2013 projects. (*Paul St. Martin, Public Works, 651/266-6118*)

Red Rock Station Area Plan – Recommendation to release for public review and schedule a public hearing for September 2, 2011. (*Christina Morrison, 651/266-6546*)

Pat Connolly
Gene Gelgelu
Bree Halverson
Richard Kramer
Gaius Nelson
Christopher Ochs
Trevor Oliver
Julie Perrus
Marilyn Porter
Elizabeth Reveal
Anthony Schertler
Robert Spaulding
Terri Thao
Jun-Li Wang
Daniel Ward II
Barbara A. Wencil
David Wickiser
Roxanne Young

Planning Director
Donna Drummond

VIII. Comprehensive Planning Committee

IX. Communications Committee

X. Task Force Reports

XI. Old Business

XII. New Business

XIII. Adjournment

Information on agenda items being considered by the Planning Commission and its committees can be found at www.stpaul.gov/ped, click on Planning.

Planning Commission Members: PLEASE call Sonja Butler, 651/266-6573, if unable to attend.

**Saint Paul Planning Commission &
Heritage Preservation Commission**
MASTER MEETING CALENDAR

WEEK OF JULY 18-22, 2011

Mon (18)

Tues (19)

4:00- **Comprehensive Planning Committee**
5:30 p.m. (*Penelope Simison, 651/266-6554*)

HAS BEEN CANCELLED

Weds (20)

Thurs (21)

Fri (22)

8:00 a.m. **Planning Commission Steering Committee**
(*Donna Drummond, 651/266-6556*)

Room 41 City Hall
Conference Center
15 Kellogg Blvd.

8:30- **Planning Commission Meeting**
11:00 a.m. (*Donna Drummond, 651/266-6556*)

Room 40 City Hall
Conference Center
15 Kellogg Blvd.

PUBLIC HEARING: District 9 Residential Zoning Study – Item from the Neighborhood Planning Committee. (*Jessica Rosenfeld, 651/266-6560*)

PUBLIC HEARING: District 9 Commercial Zoning Study – Item from the Neighborhood Planning Committee. (*Lucy Thompson, 651/266-6578*)

Zoning..... SITE PLAN REVIEW – List of current applications. (*Tom Beach, 651/266-9086*)

NO BUSINESS

Neighborhood Planning

Committee..... District 6 Small Area Plan 40-Acre Zoning Study – Recommendation to expand the study area boundaries. (*Penelope Simison, 651/266-6554*)

Highland Village Special District Sign Plan – Recommendation to initiate a zoning study to amend the special sign district plan. (*Kate Reilly, 651/266-6618*)

Transportation Committee..... Parking Meter System Replacement Report – Recommend approval to proceed.
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a public hearing for September 2, 2011. (*Christina Morrison, 651/266-6546*)

**The Planning Commission
minutes from the Public
Hearing on Friday,
July 8, 2011 are
not ready for your review.
Once they are done,
you will receive an email
with the minutes attached.
You will also get a hard
copy at the July 22, 2011
meeting.**

**Thank you.
Sonja Butler**



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6565
Facsimile: 651-228-3261*

DATE: July 15, 2011
TO: Planning Commission
FROM: Lucy Thompson and Jess Rosenfeld
SUBJECT: District 9 Residential and Commercial Zoning Studies

The Planning Commission will hold a public hearing on both of these studies on July 22, 2011. To remind you, the studies were requested in October 2010 by the City Council to:

1. Residential Zoning Study: "assess the impact of converting single-family homes into multi-family residences [in the study area] as well as to make any recommendations regarding down-zoning or any other amendment(s) to the City's official controls which would preserve the prevailing character of the said neighborhood." In its resolution, the City Council expressed concern about residential structures originally constructed as single-family homes that have subsequently been converted into duplex or triplex homes, leading to serious adverse effects when these converted homes are no longer owner-occupied or where such converted homes are not occupied for extended periods of time.
2. Commercial Zoning Study: "assess whether the B3 zoning classification of said gateway parcel and the parcels specified herein which are adjacent to the gateway parcel within District 9 would further the District 9 Area Plan's Jobs and Economic Development Strategies calling for the preservation of businesses and jobs in the District while at the same time complementing the District's Housing Objectives." The City Council stated concern about potential land use changes along Grand/Ramsey at the gateway to W. 7th Street, as well as the future use of a vacant tire repair/sales business on W. 7th Street.

A moratorium was declared at the same time as the zoning studies were requested. The moratorium expires October 27, 2011.

The full study materials were sent to you for the June 10, 2011 Planning Commission meeting, and are also available on-line:

<http://www.stpaul.gov/DocumentView.aspx?DID=16765>

Planning Commission
July 15, 2011
Page Two

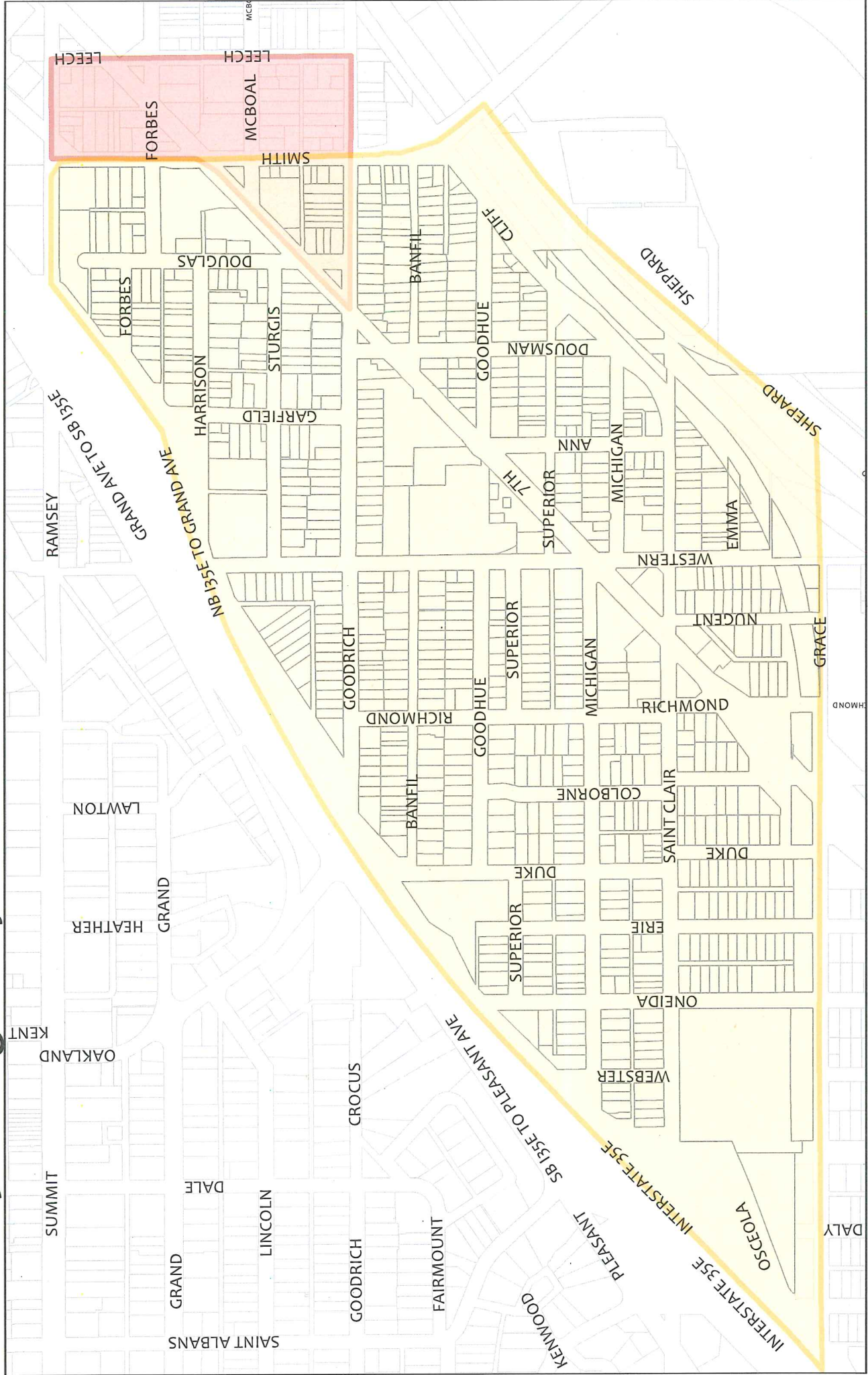
Attached to this memo are two summary maps representing both studies:

1. *District 9 Zoning Study Areas*, showing the boundaries of the two study areas (as well as a small area of overlap)
2. *District 9 Zoning Studies: Proposed Zoning*, showing the totality of proposed new zoning.

Please contact Jess Rosenfeld (651.266.6560) if you have questions on the Residential Zoning Study, or Lucy Thompson (651.266.6578) if you have questions on the Commercial Zoning Study.

Attachments

District 9 Zoning Study Areas



Residential Zoning Study

Commercial Zoning Study

The map displays a grid-like street pattern with various colored zones representing different land uses. The colors correspond to the following categories:

- TN2 Traditional Neighborhood**: Light yellow
- R4 One-Family**: Yellow
- RT1 Two-Family**: Light orange
- RT2 Townhouse**: Orange
- RM1 Multiple-Family**: Dark orange
- RM2 Multiple-Family**: Brownish-orange
- RM3 Multiple-Family**: Dark brown
- TN1 Traditional Neighborhood**: Yellow
- TN2 Traditional Neighborhood**: Light yellow
- OS Office-Service**: Pink
- B2 Community Business**: Red
- I2 General Industrial**: Blue
- VP Vehicular Parking**: Grey

Key streets shown include LEXINGTON, DOUGLAS, STURGIS, GARFIELD, GOODRICH, BANFILL, GOODHUE, SUPERIOR, MICHIGAN, WESTERN, RICHMOND, COLBORNE, DUKE, ONEIDA, and GRACE. Specific zone labels on the map include T2, T1, RT1, RT2, RM1, RM2, RM3, B2, I2, OS, and VP.

DRAFT
June 9, 2011



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

375 Jackson Street, Suite 220
Saint Paul, Minnesota 55101-1806

Telephone: 651-266-8989
Facsimile: 651-266-9124
Web: www.stpaul.gov/dsi

SITE PLAN REVIEW COMMITTEE
TUESDAY July 19, 2011
2nd Floor Conference Room
375 Jackson Street, Suite 218

<u>Time</u>	<u>Project Name and Location</u>
9:30	Sirijundho Meditations Center of Minnesota House move 1318 Point Douglas Rd.
10:00	Semple Outdoor Storage 91 Ridder Circle

To Applicants:

You should plan to attend this meeting.

At this meeting you will have a chance to discuss the site plan for your project with Saint Paul's Site Plan Review Committee. The Committee is made up of City staff from Zoning, Traffic, Sewers, Water, Public Works, Fire, and Parks. You are encouraged to bring your engineer, architect, or contractor with you to handle any technical questions raised by city staff.

The purpose of this meeting is to simplify the review process by letting the applicant meet with staff from a number of departments at one time. Staff will make comments and ask questions based on their review of the plans. By the end of the meeting you will know if the site plan can be approved as submitted or if revisions will be required. Staff will take minutes at the meeting and send you a copy.

Parking

Parking is available at on-street meters. Some off-street parking spaces are available in our visitor parking lot off of 6th Street at Jackson.

To see a map of additional nearby parking ramps go to
<http://www.ci.stpaul.mn.us/depts/dsi/liep/info/location.html>

If you have any questions, please call Mary Montgomery at 651-266-9088 or
mary.montgomery@ci.stpaul.mn.us.



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

375 Jackson Street, Suite 220
Saint Paul, Minnesota 55101-1806

Telephone: 651-266-8989
Facsimile: 651-266-9124
Web: www.stpaul.gov/dsi

SITE PLAN REVIEW COMMITTEE
TUESDAY July 26, 2011
2nd Floor Conference Room
375 Jackson Street, Suite 218

<u>Time</u>	<u>Project Name and Location</u>
9:30	Conway Rec Center Play Area and Pederson Pathway Replacement Project 2090 Conway St
9:50	Half Price Books Parking Lot resurface 2041 Ford Parkway
10:20	Como Zoo Gorilla Exhibit enlargement 1275 Midway Parkway
10:50	Reemo Convenience/Gas Station and Deli New 2,496sq ft store 1200 Rice St at Maryland Ave.

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<http://www.ci.stpaul.mn.us/depts/dsi/liep/info/location.html>

If you have any questions, please call Mary Montgomery at 651-266-9088 or
mary.montgomery@ci.stpaul.mn.us.

The Zoning Committee Meeting for
Thursday, July 14, 2011
was CANCELLED

The Next Zoning Committee Meeting
will be on Thursday, July 28, 2011.

Thank you.



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

DATE: July 14, 2011
TO: Planning Commission
FROM: Neighborhood Planning Committee
SUBJECT: 40-Acre Zoning Study for the District 6 Small Area Plan – Expansion of Study Area

Attached is a resolution that would expand the study area for the 40-acre study in connection with the preparation of the District 6 small area plan.

Background

The Planning Commission on June 10 initiated preparation of a 40-acre zoning study to implement recommendations that will be in the District 6 Small Area Plan.

The District 6 Small Area Plan is intended to include three major components, including the still relevant policies from adopted small area plans; strategies for Como/Front/Dale, the Neighborhood Center identified in the *Comprehensive Plan*; and, strategies for the industrial areas that, in part, address the conflicts between existing residential and industrial uses on industrially zoned land. In addition, the *Jackson-Arlington Small Area*, adopted in 1991, is scheduled to be updated.

The industrially-zoned area within District 6 includes large and smaller industrial businesses, both those developed relatively recently and those which have been in operation for many years. District 6 is concerned about the numbers of residential uses within the industrial area, the conflicts between these disparate uses, as well as the impacts of the industrial area on adjacent residential neighborhoods.

The community based task force has been discussing approaches for dealing with the residential-industrial conflicts. The 40-acre study was initiated when it became clear that any approaches for addressing the conflicts are likely to require zone changes within the study area. Further discussions at the task force indicate that a two-block area north of Front Street needs to be included in the study area.

Consequently, it is necessary to expand the study area, as depicted on the attached map.

Committee recommendation: That the Commission expand the geographic area of the 40-acre study.

If there are questions, please call Penny Simison at 266-6554.

city of saint paul
planning commission resolution
file number _____
date _____

DISTRICT 6 SMALL AREA PLAN
EXPANSION OF 40-ACRE STUDY BOUNDARY

WHEREAS, the City, under Minnesota Statutes 462.351 ff. and 469.002, subd. 14, has jurisdiction, respectively, over planning and redevelopment of lands,

WHEREAS, the Planning Commission has approved guidelines for the preparation of district and small area plans, as well as a template for the format of the planning document; and

WHEREAS, the Planning Commission on March 18, 2011, initiated preparation of a District 6 small area plan and formation of a community-based steering committee to study the following issues:

- The industrially-zoned land within District 6;
- An update of the *Jackson-Arlington Small Area Plan*;
- An analysis of policies within adopted small area plans, including Loeb Lake, Rice Street, Great Northern Corridor, and Trout Brook Greenway small area plans;
- An analysis of how policies in the *Saint Paul Comprehensive Plan* can be translated into specific strategies for the District 6 planning area.

WHEREAS, the boundaries of the District 6 Small Area Plan are consistent with the boundaries of District 6; and

WHEREAS, the community-based steering committee is discussing possible approaches for addressing conflicts between residential and industrial uses within the study area; and

WHEREAS, approaches for addressing the conflicts may include possible zone changes; and

WHEREAS, the Commission on June 10, 2011, initiated preparation of a 40-acre study to determine zone changes needed to implement recommendations of the small area plan; and

moved by _____
seconded by _____
in favor _____
against _____

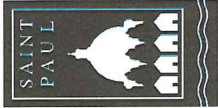
WHEREAS, the community based task force working on the issues of industrial-residential conflicts has determined that the boundary of the 40-acre study should be expanded to include a two-block area north of Front Street that includes industrially-zoned parcels; and

WHEREAS, the City of Saint Paul Department of Planning and Economic Development will provide staff to facilitate the planning process, provide technical assistance, coordinate with other City departments and, with the input and support of the community, will produce a planning document.

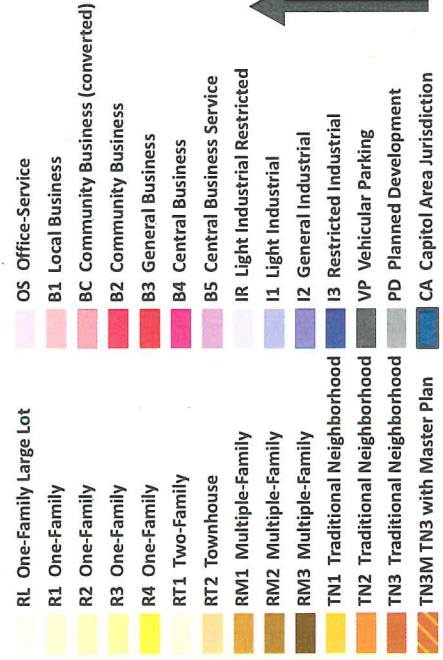
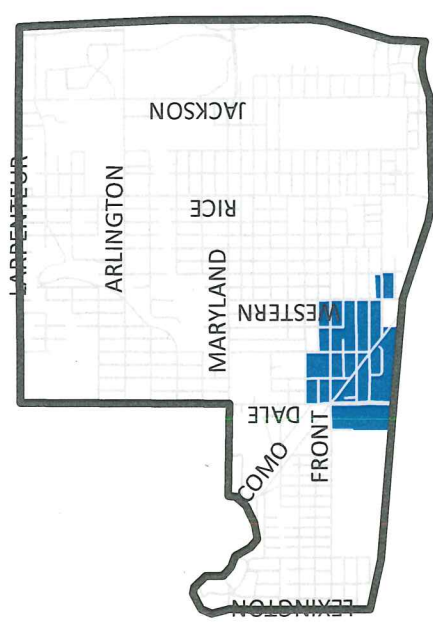
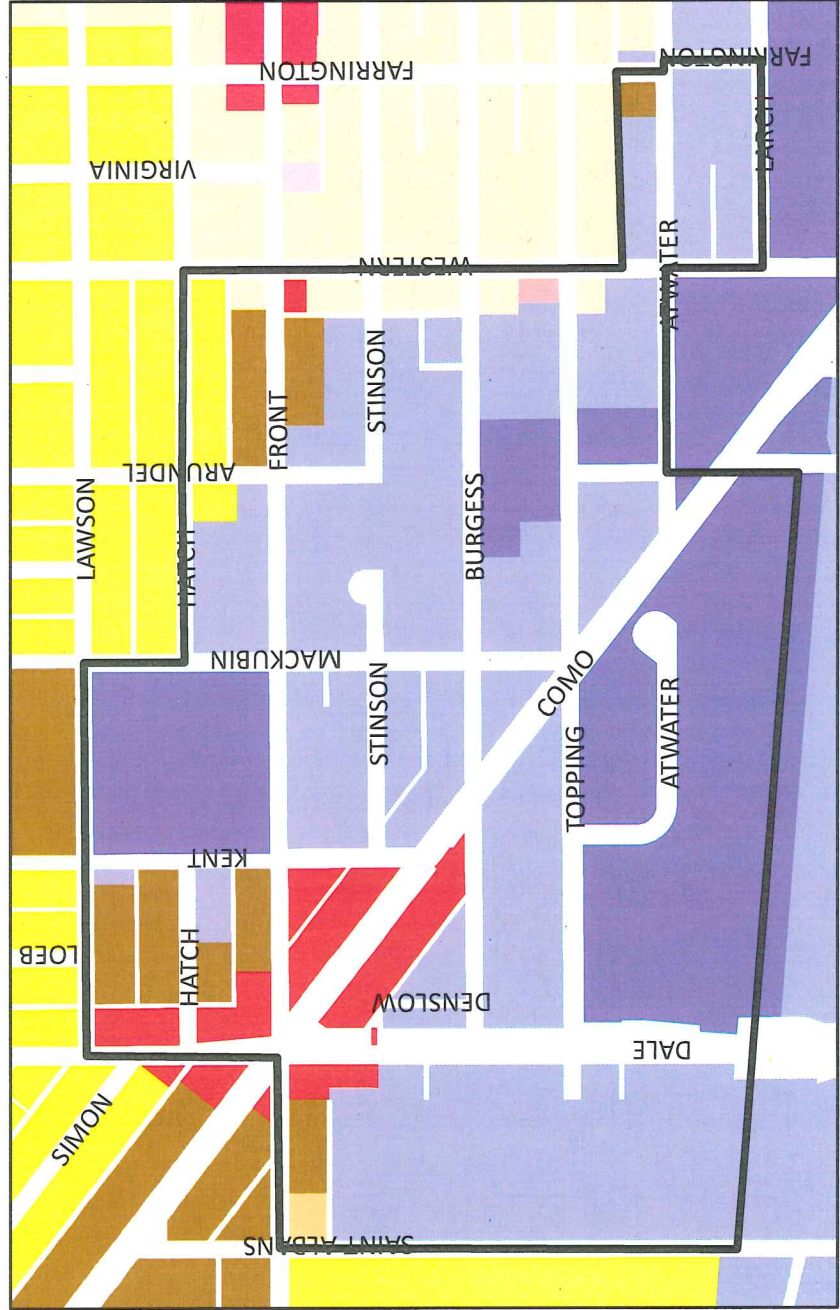
NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby expands the boundary of the 40-acre study, as depicted on the attached map;

BE IT FURTHER RESOLVED, that the steering committee previously appointed by the Commission will prepare the 40-acre study for review by the Commission and City Council.

FINALLY BE IT RESOLVED, that conclusions of the 40-acre study, after recommendation by the Planning Commission and adoption by the City Council, will be amendments to the Saint Paul *Zoning Code*.



District 6 - 40-Acre Study





CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6700
Facsimile: 651-228-3220*

DATE: July 14, 2011

TO: Planning Commission

FROM: Neighborhood Committee

RE: Amendments to the Highland Village Special District Sign Plan

Background:

The Highland Village Special District Sign Plan was drafted by the Highland Village Planning Committee and adopted by the City Council in 1986. It applies to the area shown on Attachment A. In February, 2011 the Highland District Council requested review of the Highland Village Special District Sign Plan. At the same time, the Highland Business Association recommended that signs with dynamic display be prohibited within the sign district, and the Highland District Council supported this recommendation.

Section 64.750 of the Zoning Code establishes the Highland Village Special District Sign Plan and refers to sign plan provisions in C.F. NO. 86-1451. If the provisions and regulations in the sign plan are changed by a new City Council resolution, this reference in the Zoning Code text would need to be amended. Section 61.801(b) of the Zoning Code authorizes the Planning Commission to initiate amendments to the Zoning Code. Section 64.601, special district sign plan, of the Zoning Code requires a Planning Commission public hearing, review and recommendation on sign plan amendments.

Recommendation:

The Neighborhood Committee of the Planning Commission recommends that the Planning Commission initiate a study to consider updating and amending the Highland Village Special District Sign Plan and related map.

city of saint paul
planning commission resolution
file number _____
date _____

Highland Special Sign District

WHEREAS, Sec. 64.750 of the Zoning Code establishes the Highland Village Special District Sign Plan and refers to the provisions in C.F.No. 86-1451; and

WHEREAS, Sec. 64.601, special district sign plan, of the Zoning Code requires a Planning Commission public hearing; review and recommendation on sign plan amendments; and

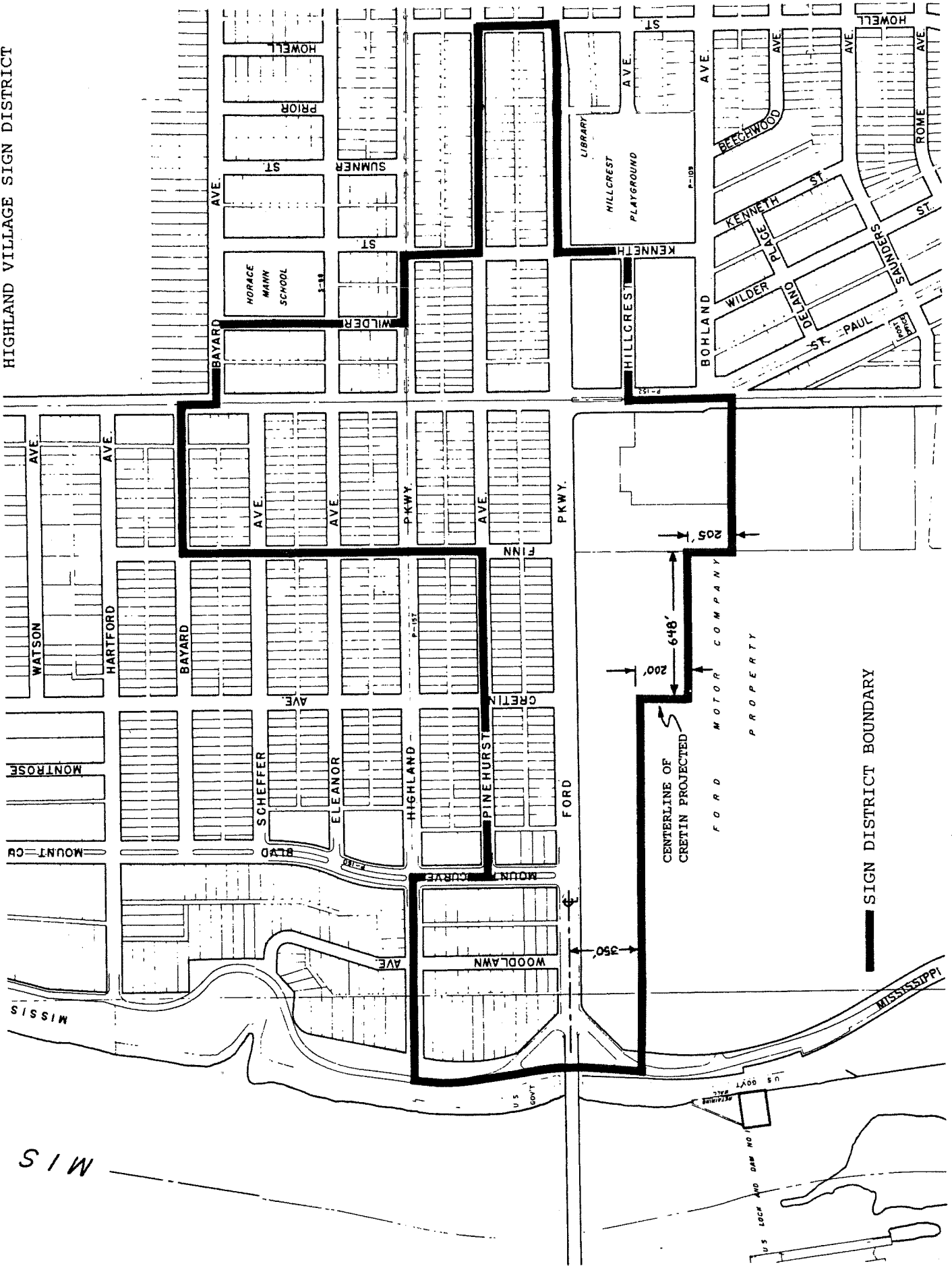
WHEREAS, Section 61.801(b) of the Zoning Code authorizes the Saint Paul Planning Commission to initiate amendments to the code; and

WHEREAS, the Highland District Council has requested review of the Highland Village Special District Sign Plan, and updating and amending the provisions in C.F.No. 86.1451;

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission initiates a zoning study to consider amendments to the Highland Village Special District Sign Plan and plan boundaries.

moved by _____
seconded by _____
in favor _____
against _____

HIGHLAND VILLAGE SIGN DISTRICT



Transportation Committee Staff Report

Committee date: 7-11-11

Project Name	Parking Meter System Replacement Report
Geographic Scope	Citywide
Ward(s)	NA
District Council(s)	NA
Project Description	Parking Meter System Replacement Report and Recommendations
Project Contact	Paul St. Martin
Contact email/phone	paul.st.martin@ci.stpaul.mn.us 651-266-6118
Lead Agency/Department	Public Works
Purpose of Project/Plan	Recommendations on type and funding for replacement of St. Paul Parking Meter System
Planning References	NA
Project stage	Planning
General Timeline	Propose to Fund Parking Meter Replacement as part of 2012 Budget
District Council position (if applicable)	NA
Level of Committee Involvement	Advise/Consent
Previous Committee action	Committee was briefed on status on 3/7/11
Level of Public Involvement	Inform
Public Hearing	Has not been scheduled
Public Hearing Location	NA
Primary Funding Source(s)	See attached Report
Cost	See attached Report

Staff recommendation	Approve
Action item requested of the Committee	Recommend Approval of proceeding as proposed Comment on Policy Considerations
Committee recommendation	Approve, and encourage Public Works to continue to explore opportunities for increased meter revenue through extended time limits
Committee vote	7-0

city of saint paul
planning commission resolution
file number _____
date _____

Parking Meter Replacement Proposal

WHEREAS, the existing single space parking meters in Saint Paul were installed in 1999 and reaching the end of their useful life; and

WHEREAS, the parking meters are failing at an increasing rate, are costly to maintain, are not customer friendly, and do not accept credit cards; and

WHEREAS, Public Works developed recommendations for replacement of the parking meter system with input of stakeholder groups; and

WHEREAS, Public Works recommends replacing the existing meters with Cale multispace parking meter system which accept credit cards in high parking occupancy areas and with POM single space meter which do not accept credit cards in lower parking occupancy areas; and

WHEREAS, in order to fund the costs of installation and costs of ongoing vendor and bank credit card fees, Public Works recommends that parking meter rates be generally increased by \$.25 per hour citywide; and

WHEREAS, Public Works also recommends that parking meter hours of enforcement remain at 8:00 AM to 4:30 PM Monday through Saturday, one hour parking meter time limit be revised to two hours, and as part of parking meter implementation, that curb space use in parking meter zone be reviewed and revised as needed to serve current needs; and

WHEREAS, Public Works also recommends that parking related signing be revised and public information be improved to clarify parking regulations for users; and

THEREFORE BE IT RESOLVED THAT, the Planning Commission recommends that Public Works proposal for parking meter replacement be implemented; and

BE IT FURTHER RESOLVED THAT, the Planning Commission recommends that Public Works and PED staff continue to review policy issues related to balance between off street and on street parking systems.

moved by _____

seconded by _____

in favor _____

against _____

DRAFT Recommendations for New Parking Meter Implementation

Public Works Traffic and Lighting Division 6-21-11

Current Parking Meters & System

The last purchase of parking meters was made in 1999 under a contract initiated by the City of Minneapolis. At the time the City of Saint Paul upgraded our parking meters from an old mechanical style meters to the newest "Duncan Eagle" electronic parking meter available which accept quarters, dollar coins and smart cards. Issues with existing meters are:

- Increasing failures and amount of complaints.
- Staff intensive to maintain, collect coin, audit and revise rates and time limits
- Actual smart card use and revenues minimal and cost to purchase smart card from vendor is \$12.00. We recently have had difficulty securing additional smart cards from vendor.
- Are not customer friendly and do not accept Credit Cards

The current parking meter rates range from 50 cents per hour along University Avenue to \$1.50 and \$1.75 per hour in downtown. There was an across the board rate increase of 25 cents per hour in April of 2005. In May of 2006, the rates were increased by an additional 25 cents per hour in the downtown and State Capitol area, the 15 minute meters were revised to a 30 minute minimum and remaining time limit zones were consolidated to mostly 1 hour and 2 hour limits. Hours of enforcement for parking meters citywide are 8:00 AM to 4:30 PM Monday through Saturday. Our rates are comparable to Minneapolis with the exception that Minneapolis has a \$2.00/hr maximum rate and hours of enforcement extend from 8:00 am to as late as 10:00 pm, include Sundays at some locations and their time limits do include longer term parking curbside in some areas.

In 2010, the total coin/debit card revenue of St. Paul parking meter system was \$1,562,050. The expenses to operate and maintain the meters were \$421,322. Therefore, net revenue to transfer to general fund was \$1,140,728. There was additional revenue for meter hooding related lost revenues and fees which is not included in above.

Over past few years, we have had about 1,950 meters installed citywide. A number of meters in downtown have or will be removed due to Central Corridor LRT Construction. Additional meters will be installed on University Avenue. Approximately 1,900 meter spaces will be in place citywide after LRT completed as follows:

- 1470 - Downtown
- 200 - State Capitol Area
- 230 - University Avenue

Previous Work on Installation of New Meter System

In conjunction with 2011 Budget Process, Public Works completed Parking Meter Replacement Report in June 2010. At that time, it was decided to complete testing of IPS single space meters which accept credit cards over the winter of 2010-2011 and then consider replacement of meter system as part of 2012 Budget Process.

Stake Holder Letter Recommendations & Other Issues

In October 2010, St. Paul Chamber, Visit St. Paul, Capitol River Council and BOMA sent letter (Attachment 1) to City outlining recommendations for improvement of Downtown On Street Parking. The four recommendations were:

- Increase Time Limit for One Hour meters
- Install Additional Parking Metered Spaces
- Remedy broken meters or allow user to park at broken meter for no charge
- Simplify Parking Signage

Stakeholder Workgroup

Based on letter and City's desire to replace meters in 2012, Public Works formed a workgroup of stakeholders to review options for implementation and funding of new parking meter system and other improvements to downtown on street parking system. Stakeholder group was comprised of Public Works Traffic Division staff and:

Pat Lindgren, Councilmember Thune's Office
Michael Belean, Saint Paul Area Chamber of Commerce
Merry Butikis, Visit Saint Paul
Andrew Schlack, Capitol River Council
Matt Anfang, Saint Paul BOMA
Jessica Treat, St. Paul SMART Trips

The workgroup held 4 meetings in Spring 2011. The stakeholder group also hosted public meetings on April 19 and May 24 to discuss options and recommendations of the Public Works Traffic Division.

Existing Parking Meter and On Street Parking System Issues

Public Works and Stakeholder Workgroup Identified Following Issues:

- Limited Parking Meter System Customer payment options
- On Street Parking System and Off Street Parking System do not work together
- Not enough on street spaces
- Too many Broken and Damaged meters
- Time limits do not match user needs
- Signs Confusing and Unclear
- Rush Hour Parking Bans and other Parking Restrictions need to be reviewed
- Enforcement seems Excessive, Unclear or Inconsistent
- Rules, Signing and ticketing not always consistent across departments
- Not everyone has same information/ interpretation
- Single Space vs. Multispace Parking Meter System
- Funding of Capital and Operating Costs of new Parking Meter System
- Improved Education and Promotion

Goals and Objectives of New System

When making decisions on meter replacement, following goals were considered:

- Type of Technology
- Policy Changes to Fund
- Hours of Operation
- Rates
- Time Limits
- Increase Customer Convenience
- Improve reliability of meters and ongoing maintenance costs
- Improve reporting, auditing and flexibility for future changes to system
- Increase net revenue transferred, with at a minimum, no reduction to transfer to general fund.
- Ease of enforcement

Recommendations

Based on discussions with workgroup and the two Public Meetings, Public Works recommends for following for implementation of parking meters and other changes to On Street Parking System. The workgroup members and the public present at the public meetings were generally supportive of the recommendations. See Attachment 2 for letter from Chamber. We did not receive any letters of support from any other Stakeholder Groups.

Parking Meter Type

Stakeholder Group was supportive of installing parking meters which accept credit cards and believes the addition of this feature is worth the cost.

The City of Minneapolis is implementing parking meter replacement as outcome of RFP process which St. Paul participated in. We have opportunity to purchase meters off of the Minneapolis Contracts. The three styles of meters tested and under contract in Minneapolis are the POM single space meter, the IPS single space meter and the CALE multi-space meter station.

The POM single space meter is basically the same technology but different manufacturer than what we own today. The biggest pluses are that we would get a better price per meter and the Smart Card costs are substantially lower than for the current Duncan Eagle meter.

The IPS and the CALE meters are newer technology with communication link for web based management and automated reporting and they offer a credit card payment option in addition to coins and Smart card. The biggest difference between these two manufacturers is in customer familiarity or ease of use. The IPS is a single space meter and customers will not see much difference in use. The CALE is a multi-spaced meter station and customers will need to look at the number in front of the space, before going to the station which will look more like an ATM that is typically installed mid-block. They will enter the space number and make payment which is a bit different than today. The down sides with both these style meter are that newer technology which always comes with cost. In this case the both the capital cost and the ongoing vendor and credit card fees are more expensive than the POM meters.

We first believed the IPS single space meter is preferable over the multispace meter due to familiarity of use of a single space type meter for the user, and ease of installation and enforcement. In fall of 2010, we implemented a test of 50 IPS meters along St. Peter and Wabasha Street. The installation, web based monitoring and alerts, ease of enforcement and other features of the IPS meter are appealing. But, we had issues with reliability, communications to the meters, the functionality for adding time to the meters, and slow performance during the winter months. Some of these issues have been improved in working with the vendor. The main downside of these meters is the vendor charges a transaction fee of 13 cents for each credit card transaction.

As we completed our testing of IPS in St. Paul, Minneapolis began implementation of the Cale multispace meters. Based on some of the difficulties we had with the IPS test meters, we reassessed our previous preference for single space meters. Public Works and the Stakeholder Workgroup both felt the Cale Multispace Meter is preferable over IPS Single Space for a number of reasons. A detailed comparison of the two systems is listed on Attachment 3. See Attachment 4 for Minneapolis Cale Handout

Major benefits of Cale are

- Dual Signing System – Signs at meter space in addition to Street Name Sign
- If Pay Station not in operation, user can pay for space at different pay station
- Customer receives receipt
- Winter Operations improved
- No Ongoing Vendor Credit Card Transaction Fee
- Less Frequent Coin Collection

Disadvantages of Cale

- May be unfamiliar to most users
- Enforcement more difficult
- Higher Capital Cost

Of the disadvantages, the enforcement issue is the main concern. Public Works met with St. Paul Police Parking Enforcement staff and City of Minneapolis Parking Enforcement to review Cale and details of Minneapolis' enforcement process. Minneapolis Parking Enforcement staff is currently using smartphones to access Cale website which shows which spaces are paid and not paid. Minneapolis then uses AutoCite Ticket writer to write tickets. Minneapolis is working with manufacturer of AutoCite to develop new ticketwriter which would integrate with the Cale web based access. Minneapolis Parking Enforcement admitted at first they were resistant to the multispace, but see them in a more positive light as time goes by and see the benefits from a parking system perspective. They also mentioned that the business community loves the multispace meters.

St. Paul Police Department is in process of purchasing new ticket writer system from Brazos. The Brazos system consists of a smart phone/windows mobile type device with a separate ticket writer printer device. Based on our discussion, it appears that the new ticket writer system would work with a multispace system. Police were going to follow up with Brazos. Police were not planning to have a data service on the smart phone device, so they would have to include data service on the devices which would be used to enforce Cale parking meters, which would be \$20 to \$40 per month. Police were also

going to arrange to go over to Minneapolis to observe enforcement process in person. Further investigation needs to be completed on this issue.

Due to high capital costs, and ongoing vendor fees, we recommend implementation of Cale Multispace in higher occupancy areas of downtown only. See Attachment 5 for Map.

We recommend installing the lower cost POM single space meters in following low occupancy areas:

- Northeast Quadrant of Downtown
- State Capitol Area
- University Avenue

We propose a phased implementation of Cale depending on funding strategy. Cale meter system would be installed in highest occupancy SW quadrant area of downtown and then implemented in lower occupancy SE and NW areas. We would re-evaluate as needed as we gain experience with Cale meters. Long term, locations of Cale system could be adjusted in future as development occurs.

We need to do further work to explore costs and value of implementing Smart Card for a dual Cale/POM Parking meter system. Note that Minneapolis has decided not to implement smart cards. We also need to continue to work with OFS on minimizing bank credit card fees for the Cale System.

Rate Increase to Fund New Meters

In order to fund the annualized capital cost and ongoing vendor and bank credit card fees for Cale system, and to keep the transfer to the General Fund whole, an increase in revenue is needed in order to implement meters.

Based on the experience of Minneapolis and other communities, we can expect an revenue increase of 5% due to availability of credit card payment option. Users who can pay via credit are likely to be conservative and pay for more time than they may need. In addition, the Cale meter does not show the user if there is paid time remaining on a space. Therefore additional revenue will be captured by users doubling up on paying for space. The 5% number for projection was on conservative side.

It is recommended to increase rates as follows:

Southwest Portion of Downtown – Increase from \$1.75 to \$2.00 per Hour

Remainder of Downtown – Increase from \$1.50 to \$1.75 per Hour

State Capitol Area –

- Increase from \$1.50 to \$1.75 per Hour
- Increase Meters on Aurora from \$.50 to \$1.00 per hour
- Leave Meters along University at \$1.00 per Hour

University Avenue – Price new meters to be installed on University at \$1.00 per hour and increase meters on Raymond and Snelling from \$.50 to \$1.00 per hour.

See Attachment 6 which summarizes costs and revenue to fund proposed full implementation of dual Cale/POM system.

Time Limit Revisions

- Increase One Hour Time Limit to Two Hour Limit
- Review 30 Minute Meters Citywide and revise to Two Hours as Needed
- Implement 4, 8 or 10 hour time limit meters with lower rates in blocks with very low occupancy
- Hours of Enforcement Remain 8:00 AM to 4:30 PM Monday – Saturday

Review and Revise Existing Parking Meter Zone to maximize on street space & revenue

- Replace Metro Commuter Services with parking meters with longer time limit
- Review Locations for additional meters such as Old Science Museum, Main Street and Other Locations
- Review Rush Hour Bans, Loading Zones, etc for consistency with current needs
- Farmers Market 8 AM to 1 PM Free Saturday Parking - Revise to 50 cents per Hour

Signing

- Implement Dual Signing System (Street Sign and Parking Space Sign)
- Standardize Signing and Become More Consistent
- Review Parking Regulations along each block face and Improve Signing as part of implementation
- Minimize Signs on Decorative Light Poles

Future Potential Improvements

Smart Meters will allow us charge for event parking in future if hours of enforcement revised.

Explore Smart Card for Employee Placard, Commercial Loading

Improve Management of ADA Parking

Explore Pay by Phone

Installation of Sensors in Parking Space to assist in Management of System

Partner with Private/Public Parking Lots on use of Cane System

Install Meters in other Commercial Areas

Policy Considerations

The main goal of Public Works is to replace our meters and improve on street parking system within current hours of enforcement. Based on discussions, there are larger policy issues which should be considered by the Administration and City Council.

Implementation of a Parking Meter System which accepts credit cards is a large investment with increased ongoing vendor and bank credit card fee operating costs. Not taking advantage of longer enforcement hours or charging for parking on Sundays minimizes the return on investment.

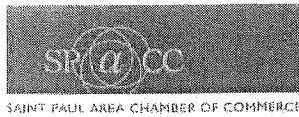
Having free on street parking in evening hours and on Sundays creates an imbalance with the Off Street System. We will not achieve goal of balance between the two systems if we do not extend hours of enforcement. In addition, we are losing opportunity to charge higher rates on event nights and bring in additional revenue.

Consider implementing Parking Meter Enterprise Fund – This would allow for banking some of the revenue to allow for future improvements and expansion of the system.

Parking Improvement Districts – This report is silent on Parking Improvement Districts. In some communities, all or a portion of parking meter revenue is dedicated to uses with the Parking Improvement District. This will likely be an issue if we pursue adding meters in other commercial districts such as Grand Avenue.

Attachments

Joint Stakeholder Letter
Chamber Letter of Support
IPS Vs Cale Comparison
Minneapolis Cale Handout
Downtown Meter Implementation Map
Parking Meter Replacement Cost/Revenue Estimate



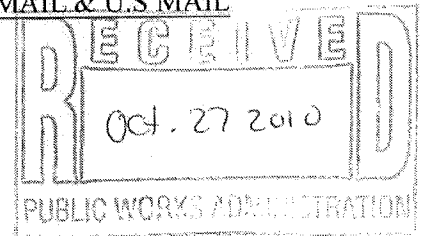
CapitolRiver
Council



October 25, 2010

Mayor Chris Coleman and City Council Members
390 City Hall
15 W. Kellogg Blvd.
Saint Paul, MN 55102

SENT VIA EMAIL & U.S MAIL



Re: Downtown On-Street Parking Improvements

Dear Mayor Coleman and members of the city council,

The Saint Paul Area Chamber of Commerce, CapitolRiver Council, St. Paul BOMA, and Visit Saint Paul appreciate the City of Saint Paul's trial installation of 50 technology-friendly parking meters on Wabasha Street. We applaud the city's efforts to take the steps necessary to improve parking in downtown Saint Paul.

Earlier this year the Chamber launched "Create a Spot for Business"—an initiative aimed at improving parking in downtown Saint Paul. As part of this campaign, our organizations partnered to conduct a survey of business owners and downtown patrons to better understand what people like and dislike about parking in downtown. The survey showed that a majority of business owners (68%) and patrons (55%) believe parking in downtown Saint Paul is difficult and unfriendly due to overly aggressive parking enforcement, confusing signage, and restrictive time limits on meters.

We would like to offer the following recommendations on how the city can further improve downtown parking. If implemented in continued coordination with the Chamber, CapitolRiver Council, St. Paul BOMA, Visit Saint Paul, and other community stakeholders, we strongly believe that immediate results will be achieved.

1. Extend Time Limits for Select Parking Meters

We believe that time limits for certain parking meters in downtown should be extended. The results of our Create a Spot for Business survey showed that a majority of business owners and patrons believe that time limits are too short. Meter time restrictions that are too short deter people from visiting downtown. For example, one survey respondent said that "short time limits that require me to get up in the middle of a meeting or lunch to go plug the meter are discouraging."

For these reasons, we urge the city to increase time limits on select parking meters. Time limit extensions should include, but not limited to, meters on the following streets:

- St. Peter Street;
- Washington Street;
- 6th Street;
- 5th Street;
- East Seventh Street; and
- Wabasha Street

We believe that extending time limits on parking meters will increase the number of people who visit downtown and alleviate some of the challenges associated with parking.

2. Install Additional Metered Parking Spaces

We recommend that additional metered parking spaces be added in downtown. We support moving toward a kiosk system—where parkers pay at a centralized pay station—to alleviate cost barriers that burden the city and taxpayers. Implementing this recommendation will increase access to on-street parking and provide additional revenue to the city. We understand that increasing the number of metered spaces requires additional study on the relationship between feasibility and maintaining a successful downtown transit system. Locations for adding metered spaces should include, but not limited to, the following:

- North side of 5th Street, from Cedar Street to Robert Street;
- North side of Exchange Street, from St. Peter Street to Wabasha Street;
- West side of St. Peter Street in front of Landmark Center;
- 10th Street, from Minnesota Street to Robert Street; and
- 6th Street, from Wacouta Street to Cedar Street

3. Remedy Broken Meters

We believe that the city should promptly fix broken meters or allow people to park at the meter at no charge until the meter is repaired. Implementing this recommendation will provide greater access to on-street parking in downtown. It will also help alleviate the negative perception surrounding parking in Saint Paul. For example, one of our survey respondents said “[a]s I was walking to my appointment I called in to report the malfunctioning meter. The recorded message told me that it was not advisable to park there. This is a bad message from the city.”

4. Simplify Parking Signage

We recommend that parking signage be clarified and simplified to alleviate confusion. Our survey showed that downtown patrons believe signage regulating on-street parking in downtown is difficult to understand—both the wording and location of signs leads to confusion. For example, one survey respondent questioned whether she should park at a meter when a sign at the end of the block in which she is trying to park reads “no parking from 4-6 p.m.” despite the fact that it was a day when the city allows free parking at metered spaces. We believe that individuals trying to park on downtown streets should be able to readily determine time and place restrictions from their vehicle. We believe that confusion will be reduced by implementing this change.

Again, we appreciate the city’s work toward improving parking in downtown. We look forward to working with the city to address parking challenges.

Sincerely,

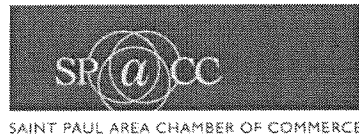
Matt Kramer
President, Saint Paul Area Chamber of Commerce

Karolyn Kirchgesler
President, Visit Saint Paul

Andrew Schlack
Chair, CapitolRiver Council Board of Directors

Matt Anfang
President, St. Paul BOMA

Cc: Rich Lallier, Director of Public Works, City of Saint Paul



May 18, 2011

Paul St. Martin P.E.
Assistant Engineer, City of Saint Paul
800 City Hall Annex
25 West 4th Street
Saint Paul, MN 55102

RE: Enhanced Meter Technology in Saint Paul

Dear Paul:

The Saint Paul Area Chamber of Commerce supports efforts by the City of Saint Paul to purchase and install enhanced parking meter technology.

The Chamber is a strong advocate for improving on-street parking in Saint Paul. We believe that parking meters in Saint Paul are no longer reliable and therefore do not support the needs of our businesses. We applaud the City's efforts to make Saint Paul's on-street parking system more user friendly and convenient. Having easy access to on-street parking is critical to the success of many businesses.

We understand that the initial capital costs, coupled with increased operating and maintenance expenses, make it necessary to change the existing parking meter system to fund the purchase and use of the new technology. Therefore, the Chamber further supports increasing parking meter rates by 25 cents per hour to fund the initial capital costs and the on-going operating and maintenance costs of the new parking meter technology. The Chamber does not support extending hours of enforcement with respect to having new parking meters.

Thank you for your commitment to improving on-street parking in Saint Paul.

Respectfully,

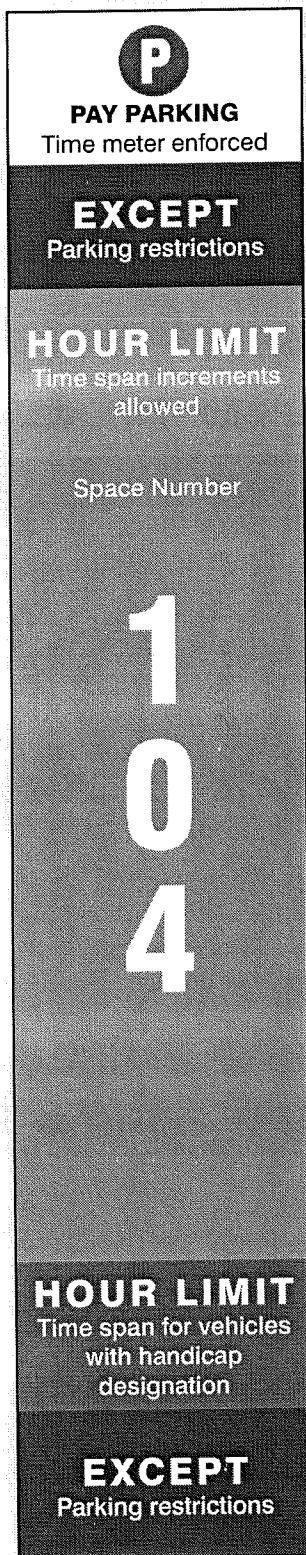
Matt Kramer
President
Saint Paul Area Chamber of Commerce

cc

Mayor Chris Coleman
Councilmember Dave Thune
Cecile Bedor, Director Planning and Economic Development

IPS Single Space Meter vs CALE Multispace 5-4-11

IPS Single Space		CALE Multispace	
=	Coin, Smart Card and credit card payment options.	=	Coin, Smart Card and credit card payment options.
=	An electronic notice sent from meter to staff that coin collection or repair is needed. Improved auditing over existing system.	=	An electronic notice is sent from the station to staff that coin collection or repair is needed. Improved auditing over existing system.
=	Ability to remotely program multiple rates/times in "Real Time". Revenue and many other "Real time" reports provided via web based software.	=	Ability to remotely program multiple rates/times in "Real Time". Revenue and many other "Real Time" reports provided via web based software.
-	One meter/space. Payment completed at each space specific meter. Meter accepts coin payment but not credit card payment if parking banned for specific time period	+	One station per approx. ten spaces. Centralized payment location for any space in the system. Payment not accepted if parking banned at space for specific time period
+	Lower capital cost than CALE	-	Higher capital cost than IPS
=	Monthly vendor software and communication fees similar between IPS and CALE	=	Monthly vendor software and communication fees similar between IPS and CALE
-	Vendor credit card transaction fee	+	No vendor credit card transaction fee
+	Enforcement is completed at each meter. Meter has high visibility signal visible from front and back to indicate meter status. No training needed.	-	Enforcement completed by comparing pay station info to occupied spaces. Web based access potentially could be integrated with new ticket writer system
-	No Receipt	+	Customer receives receipt to verify payment and for record keeping purposes
-	Sign aesthetics unchanged. Difficult to have space specific parking regulation signing.	+	Improved sign aesthetics. More flexibility to have space specific parking regulation signing.
-	Payment, maintenance, repair & snow removal completed at each meter	+	Payment, maintenance, repair and snow removal completed only at pay station
-	Parking at a meter that is in need of repair is not allowed. Revenue is not realized for the length of time meter is out of service.	+	Since customers can pay at other pay stations for any space in the system, revenue is continually realized even if a station is out of service for repair.
-	Less potential for increased revenue since time remaining is more readily apparent to customer.	+	Potential for increased revenue since time remaining for individual space less apparent compared to existing system.
+	Technology is familiar requiring less public education	-	Technology is unfamiliar requiring more public education.
-	Smaller coin reservoir than CALE resulting in more frequent collection. Coins collected from each meter.	+	Larger coin reservoir than IPS resulting in less frequent collection. Coins collected from centralized pay station.
+	No new parking space numbering system needed. Simple to complete retrofit of existing meters.	-	New parking space numbering system needed. Station & sign installation more involved
-	Not recommended for use in parking lots thereby not providing for use by other City departments.	+	Can be used in parking lots which provides for system integration if City departments such as Parks & Rec choose to install a similar system.
=	Training of City staff required. Some repairs completed by vendor only.	=	Training of City staff required. Some repairs completed by vendor only.
+	Larger parts list than for POM but smaller list than for CALE.	-	Extensive parts list required.
-	Viewing screen is angled & small resulting in little room to display messages & decreased readability in sunlight glare or adverse weather conditions	+	Viewing screen is vertical & larger resulting in room to display messages & improved readability in sunlight glare or adverse weather conditions.
-	Display adversely affected by extreme cold.	+	Display less affected than IPS by extreme cold.



New multi-space parking meters are easy to use

The first of a new generation of smart parking meters is being installed in Minneapolis. The multi-space meter pay stations let you use debit cards, credit cards or coin.

To use the multi space meters:

- **Park in a space** marked with a numbered space sign where the old parking meter used to be.
Note that parking restrictions may apply to your space. These restrictions are located on the space marker in red. The space marker also gives information on hourly restrictions, time and days of week in which metered parking is enforced.

- Go to the nearest **multi-space meter pay station**.
Most are located in the center of a block, and all are marked with a green parking logo.

- **Follow prompts** located on the four-line LED display which will guide the user to:

- **Enter your space number** at the meter, then press enter.

- **Pay** for amount of parking time you want.

The meters will take VISA and Master Card debit cards, credit cards, quarters and dollar coins.

- Press the green **(print receipt)** button to complete the transaction.



NOTE: Keep your receipt!

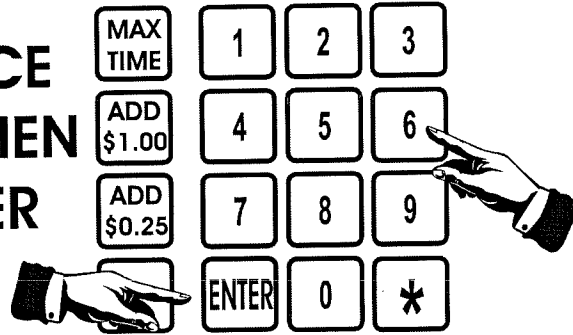
They don't need to be displayed on dashboards, but it includes your space number and the time of day when your meter time expires. When time is about to expire (provided you haven't exceeded any maximum time limit on your space) you can use the space number on the receipt to get more time at any of the multi-space pay meters in town.

For more information on Minneapolis parking meters, go to www.ci.minneapolis.mn.us/parking or call 311.

minneapolis parking

INSTRUCTIONS TO PAY METER

1 ENTER SPACE
NUMBER THEN
PRESS ENTER



2 COIN
PAYMENT

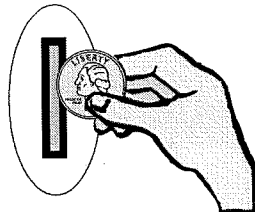
OR

CREDIT / DEBIT
CARD
PAYMENT

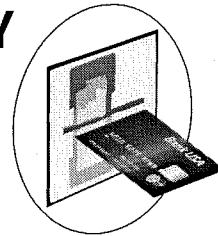
INSERT COINS
TO ADD TIME

ACCEPTS

QUARTERS &
DOLLAR COINS



INSERT CARD AND
REMOVE
QUICKLY



PRESS BUTTONS
ABOVE TO
ADD TIME



MAX
TIME

ADD
\$1.00

ADD
\$0.25

3 PRESS PRINT RECEIPT BUTTON
TO VALIDATE TRANSACTION
AND PRINT RECEIPT

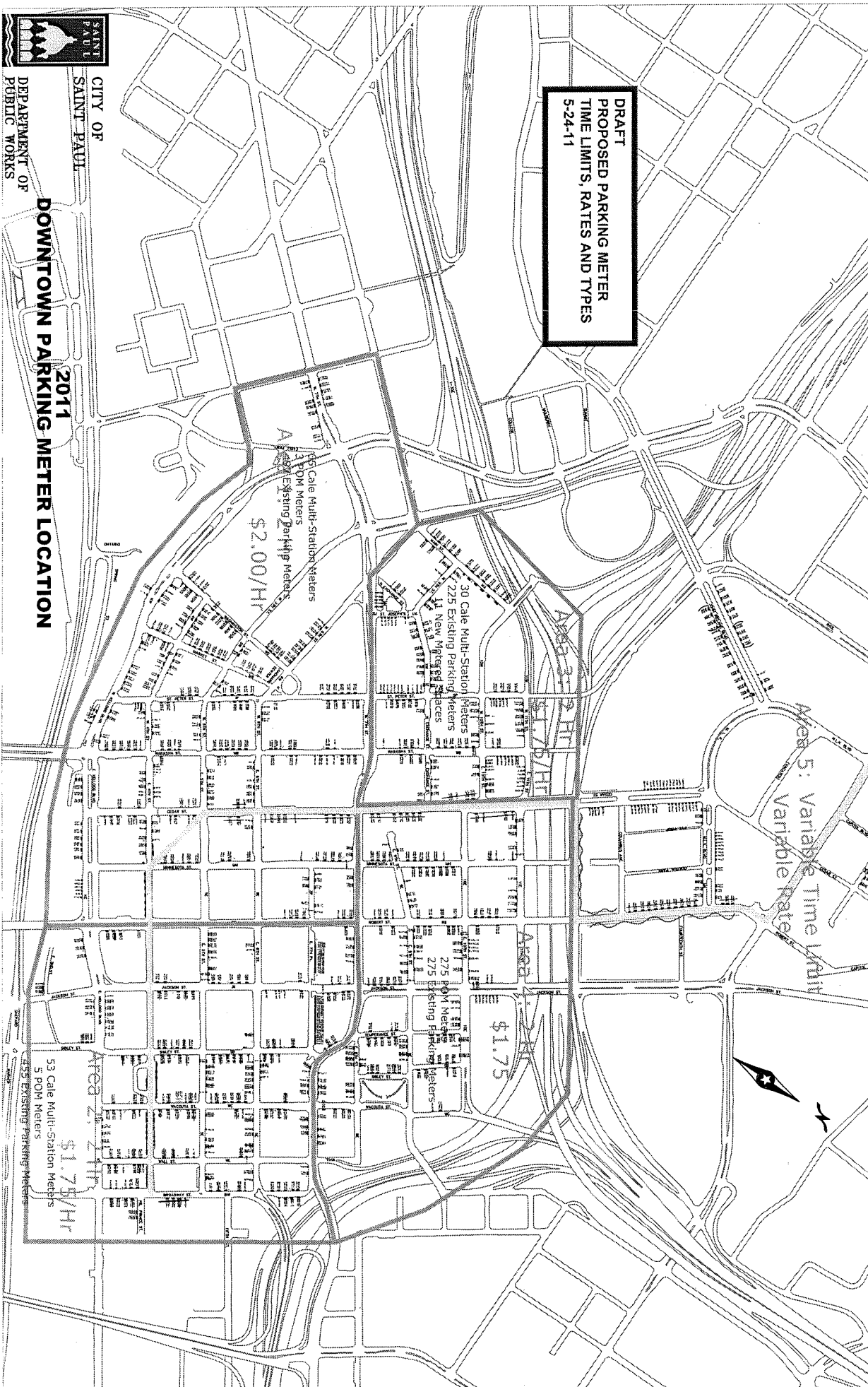


DRAFT
PROPOSED PARKING METER
TIME LIMITS, RATES AND TYPES
5-24-11



CITY OF
SAINT PAUL
DEPARTMENT OF
PUBLIC WORKS

2011
DOWNTOWN PARKING METER LOCATION



PARKING METER SYSTEM REPLACEMENT COST ESTIMATE
City of St. Paul Parking Meter Replacement Estimated Costs & Revenue Increase Options
PAS 6-21-11

	Capital Costs			Annual Costs			Estimated Current Revenue		Estimated Revenue Increase		Other Revenue Increase Options		
	Quantity	Price	Extension	Vendor Yearly Fee	Vendor Extension	Bank Credit Card Transaction Fee(1)	Current Rate	Occupancy Revenue %	Projected Revenue	5% Increase Credit Card Use	Proposed Rate Increase	Revenue Increase	Extend Hours to 6 PM (2) .50 per hour 6PM to 10PM 4 Hour Limit \$3.00 per Hour Event Nights(3)
Area 1 (SW Quadrant) Downtown													
Cale Multistation Unit	65	\$ 8,500.00	\$ 552,500.00	\$ 660.00	\$ 42,900.00	\$ 46,519.20	\$ 1.75	28%	\$ 645,841.56	\$ 32,292.08	2.00	\$ 92,263.08	\$ 86,935.84
Parking Meter Space Signs	497	\$ 50.00	\$ 24,850.00		\$ 42,900.00	\$ 46,519.20			\$ 645,841.56				\$ 186,375.00
Subtotal	497		\$ 577,350.00		\$ 42,900.00	\$ 46,519.20							
Area 2 (SE Quadrant) Downtown													
Cale Multistation Unit	53	\$ 8,500.00	\$ 450,500.00	\$ 660.00	\$ 34,980.00	\$ 42,588.00	\$ 1.50	21%	\$ 380,097.90	\$ 19,004.90	1.75	\$ 63,349.65	\$ 59,623.20
Parking Meter Space Signs	455	\$ 50.00	\$ 22,750.00		\$ 34,980.00	\$ 42,588.00			\$ 380,097.90				\$ 113,750.00
Subtotal	455		\$ 473,250.00		\$ 34,980.00	\$ 42,588.00							
Area 3 (NW Quadrant) Downtown													
Cale Multistation Unit	30	\$ 8,500.00	\$ 255,000.00	\$ 660.00	\$ 19,800.00	\$ 22,089.60	\$ 1.50	21%	\$ 197,149.68	\$ 9,857.48	1.75	\$ 32,858.28	\$ 30,925.44
Parking Meter Space Signs	236	\$ 50.00	\$ 11,800.00		\$ 19,800.00	\$ 22,089.60			\$ 197,149.68				\$ 88,500.00
Subtotal	236		\$ 266,800.00		\$ 19,800.00	\$ 22,089.60							
Area 4 (NE Quadrant) Downtown													
POM Single Space	275	\$ 110.00	\$ 30,250.00				\$ 1.50	17%	\$ 185,971.50		1.75	\$ 30,995.25	\$ 29,172.00
Subtotal	275		\$ 30,250.00						\$ 185,971.50				
Area 5 (State Capitol Area)													
Aurora POM Single Space Meter	40	\$ 110.00	\$ 4,400.00				\$ 0.50	12%	\$ 6,364.80		1.00	\$ 6,364.80	\$ 2,995.20
Park POM Single Space Meter	21	\$ 110.00	\$ 2,310.00				\$ 1.00	12%	\$ 6,683.04		1.00	\$ 6,683.04	\$ 1,572.48
Sherburne POM Single Space Meter	21	\$ 110.00	\$ 2,310.00				\$ 1.00	12%	\$ 6,683.04		1.00	\$ 6,683.04	\$ 1,572.48
John Ireland POM Single Space Meter	51	\$ 110.00	\$ 5,610.00				\$ 1.50	12%	\$ 24,345.36		1.75	\$ 4,057.56	\$ 3,818.88
Cedar POM Single Space Meter	35	\$ 110.00	\$ 3,850.00				\$ 1.50	12%	\$ 16,707.60		1.75	\$ 2,784.60	\$ 2,620.80
MILK POM Single Space Meter	30	\$ 110.00	\$ 3,300.00				\$ 1.50	12%	\$ 14,320.80		1.75	\$ 2,386.80	\$ 2,246.40
Subtotal	198		\$ 21,780.00						\$ 75,104.64				
Area 6 University Avenue/Snellings/Raymond													
University POM Single Space Meter	177	\$ 110.00	\$ 19,470.00				\$ 0.50	20%	\$ 46,940.40		1.00	\$ 46,940.40	\$ 22,089.60
Raymond POM Single Space Meter	40	\$ 110.00	\$ 4,400.00				\$ 0.50	20%	\$ 10,608.00		1.00	\$ 10,608.00	\$ 4,992.00
Snellings POM Single Space Meter	16	\$ 110.00	\$ 1,760.00				\$ 0.50	20%	\$ 4,243.20		1.00	\$ 4,243.20	\$ 1,996.80
Subtotal	233		\$ 25,630.00						\$ 61,791.60				
Total	1894		\$ 1,395,060.00		\$ 97,680.00	\$ 111,196.80			\$ 1,545,956.88	\$ 61,154.46		\$ 296,851.62	\$ 325,201.50
Annual Cost to Implement							2010 Actual		\$ 1,562,050.00	Cumulative		\$ 553,006.08	\$ 833,668.70
Capital Cost over 10 years 5%													\$ 388,625.00
Vendor Fees													\$ 1,322,293.70
Bank Credit Card Fees													

\$ 185,000.00
 \$ 97,680.00
 \$ 111,196.80
\$ 393,876.80

Total Revenue Increase Needed

Note (1) Assumes 3 Transactions Per Day, 10 cents per transaction

Note (2) Includes Rate Increase
 Note (3) Assumes 75% Occupancy Revenue Area 1 and 2
 Assumes 50% Occupancy Revenue Area 3
 50 Events per year

Transportation Committee Staff Report

Committee date: 7-11-11

Project Name	Proposed Projects for MnDOT Cooperative Agreement Program
Geographic Scope	FY 2013 MnDOT Cooperative Agreement Funds Application East Seventh/Mendota/Minnehaha Intersection Traffic Signal Reconstruction West Seventh/Smith Intersection Traffic Signal Reconstruction Saint Paul Arterial Roadway Traffic Flow Improvements – includes improvements on Trunk Highway sections of West Seventh, East Seventh, East Minnehaha, Snelling and Montreal
Ward(s)	Varies
District Council(s)	Varies
Project Description	City of Saint Paul is requesting financial participation from the Minnesota Department of Transportation through the “FY 2013 Municipal Agreement Program” with respect the above referenced signal reconstruction projects and the traffic flow improvement projects
Project Contact	Paul St. Martin
Contact email/phone	paul.st.martin@ci.stpaul.mn.us 651-266-6118
Lead Agency/Department	Public Works
Purpose of Project/Plan	Apply for MnDOT Funds for improvements on Trunk Highway System
Planning References	NA
Project stage	Planning for Signal Projects, Saint Paul Arterial Roadway Traffic Flow Improvements is in design stage
General Timeline	IF projects funded, to be constructed in MnDOT FY 2013
District Council position	NA
Level of Committee Invol.	Advise/Consent
Previous Committee action	None
Level of Public Involvement	Inform
Public Hearing	No – City Council Resolution. See attached
Public Hearing Location	Still being scheduled
Primary Funding Source(s)	City Share of Signal Projects to be funded on Signalized Intersection Safety Improvement Program. City Share of Saint Paul Arterial Roadway Traffic Flow Improvements id funded with Federal and MSA Funds
Cost	East Seventh/Mendota/Minnehaha Intersection Traffic Signal Reconstruction - \$250,000; West Seventh/Smith Intersection Traffic Signal Reconstruction - \$250,000; Saint Paul Arterial Roadway Traffic Flow Improvements - \$2,100,000

Staff recommendation	Approve
Action item requested of the Committee	Recommend approval of projects being applied for under FY 2013 MnDOT Cooperative Agreement Program
Committee recommendation	Approval of projects being applied for under FY 2013 MnDOT Cooperative Agreement Program
Committee vote	7-0

city of saint paul
planning commission resolution
file number _____
date _____

MnDOT Cooperative Funding Applications

WHEREAS, the City of Saint Paul wishes to reconstruct the traffic signal on Trunk Highway 5 (East Seventh Street) at the intersection of Minnehaha Avenue (Municipal State Aid Street 108) and Mendota Street; and

WHEREAS, the City of Saint Paul wishes to reconstruct the traffic signal on Trunk Highway 5 (West Seventh Street) at the intersection of Trunk Highway 149 (Smith Avenue); and

WHEREAS, the City of Saint Paul wishes to implement traffic signal interconnect and traffic signal timing optimization improvements on portions of Trunk Highway 51 (Snelling Avenue/Montreal Avenue) and Trunk Highway 5 (Seventh Street/Minnehaha Avenue) under the Saint Paul Arterial Roadway Traffic Flow Improvements project; and

WHEREAS, the Saint Paul Arterial Roadway Traffic Flow Improvements project is partially funded with Federal funds; and

WHEREAS, the City of Saint Paul is requesting financial participation from the Minnesota Department of Transportation (MnDOT) through the "FY 2013 Municipal Agreement Program" with respect to the above referenced signal reconstruction projects and the traffic flow improvement project; and

WHEREAS, the projects will be of mutual benefit to MnDOT and the City of Saint Paul; and

WHEREAS, the City of Saint Paul must commit to providing the local share of the costs if the projects referenced above are selected as part of the "FY 2013 Municipal Agreement Program".

NOW THEREFORE BE IT RESOLVED, the Planning Commission recommends that the City requests funding from MnDOT through its "FY 2013 Municipal Agreement Program" to reconstruct the traffic signal on Trunk Highway 5 (East Seventh Street) at the intersection of Minnehaha Avenue (Municipal State Aid Street 108) and Mendota Street; and

BE IT FURTHER RESOLVED, that the City requests funding from MnDOT through its "FY 2013 Municipal Agreement Program" to reconstruct the traffic signal on Trunk Highway 5 (West Seventh

moved by _____

seconded by _____

in favor _____

against _____

Street) at the intersection of Trunk Highway 149 (Smith Avenue); and

BE IT FINALLY RESOLVED, that the City requests funding from MnDOT through its "FY 2013 Municipal Agreement Program" to implement traffic signal interconnect and traffic signal timing optimization improvements on portions of Trunk Highway 51 (Snelling Avenue and Montreal Avenue) and Trunk Highway 5 (Seventh Street and Minnehaha Avenue) under the Saint Paul Arterial Roadway Traffic Flow Improvements project.

Transportation Committee Staff Report

Committee date: 7/11/11

Project Name	Red Rock Station Area Plan
Geographic Scope	½ mile radius around the existing Lower Afton Park and Ride site (bounded by Point Douglas, Lower Afton, and Highway 61)
Ward(s)	7
District Council(s)	1
Project Description	Planning for proposed future Commuter Rail Station Area. The plan addresses multi-modal transportation access, market potential, platform location, and cultural, historical, and environmental context. Long-term plans include a low-profile 275-stall parking facility north of Lower Afton, and a ped bridge over Highway 61 to the rail platform. The plan also calls for restoring/enhancing green space, as well as connecting to local and regional trails and parks.
Project Contact	Christina Morrison, PED
Contact email/phone	Christina.morrison@ci.stpaul.mn.us , 651-266-6546
Lead Agency/Department	Washington County
Purpose of Project/Plan	Public purpose is to plan for improved transit in the corridor starting with expanded bus service and then eventually transitioning to commuter rail.
Planning References	Red Rock Commuter Rail Feasibility Study (2001), Red Rock Corridor AA (2007), MnDOT Commuter Rail System Plan (1999), Met Council TPP (2008), Red Rock Commuter Bus Feasibility Plan (2009), Comp Plan(2010)
Project stage	Post Alternative Analysis (AA) planning
General Timeline	Station Area Planning adopted by Fall 2011.
District Council position (if applicable)	Not yet available
Level of Committee Involvement	Inform, advise & consent.
Previous Committee action	Introductory presentation on 1/24/11. No action.
Level of Public Involvement	Inform, advise & consent. Public Meetings held in August 2010, January 2011, and April 2011.
Public Hearing	September 2, 2011 at 8:30 am
Public Hearing Location	Planning Commission, City Hall room 40
Primary Funding Source(s)	Federal 5339 Funds, Local (WCRRA, DCRRA, RCRRA, CTIB grant)
Cost	\$1.15 Million for all station area plans & process

Staff recommendation	Release document to the public and schedule a public hearing at Planning Commission on 9/2/11
Action item requested of the Committee	Recommend to release for a public hearing
Committee recommendation	Approved releasing for Public Hearing on 9/2/11 at Planning Commission
Committee vote	7-0

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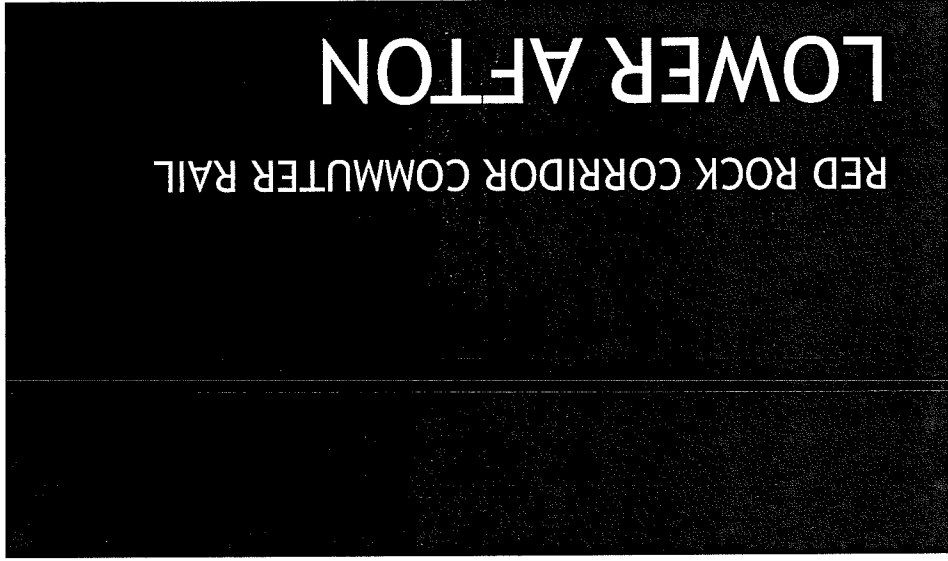
TRAFFIC & ACCESS
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LOCATION & CONTEXT

AERIAL & SITE PHOTOS



Lower Afton Station Area (St. Paul)
Aerial Photo - 1/2 Mile Radius

PARAMETERS / CONTEXT

- The current Park & Ride lot is bounded on the west by Highway 61, on the north by Lower Afton Road and on the east by Point Douglas Road. There is a recently constructed high capacity storm sewer infrastructure located south of the existing Park & Ride lot.
- These roadways limit the space available to expand the parking lot in its current location. There is little potential for new development.
- The toe of the bluff east of the Park & Ride/Point Douglas Road limits any significant development opportunities due to the severe slope and regulatory protections.
- There are significant Right-of-Way, setbacks, easements and regulatory limitations surrounding the Park & Ride Site.
- The train tracks are west of Hwy 61, the Park & Ride is east of Hwy 61; Crossing Hwy 61 by pedestrians will be a significant issue.
- There are Native American Burial Mounds adjacent to the existing Park & Ride lot.
- Long-term expectations for parking demand is 275 stalls.

IDENTIFIERS

- The current Park & Ride facility is operating at or over capacity. Metro Transit is currently considering how best to expand the Park & Ride facilities.
- There is little opportunity for any significant real estate development. Zoning and comprehensive planning work restricts density and land uses in the area.
- The primary effort will be to: resolve vehicular and pedestrian access to the Park & Ride facility, accommodate additional Park & Ride capacity on the site, provide access across Highway 61 to/from the Park & Ride, locate the Commuter Rail platform in a location acceptable to all parties, and provide a safe and secure parking facility for transit customers.
- There are no existing trail connections to Pig's Eye Regional Park & Pig's Eye Lake, however, community plans identify future connections as a priority.

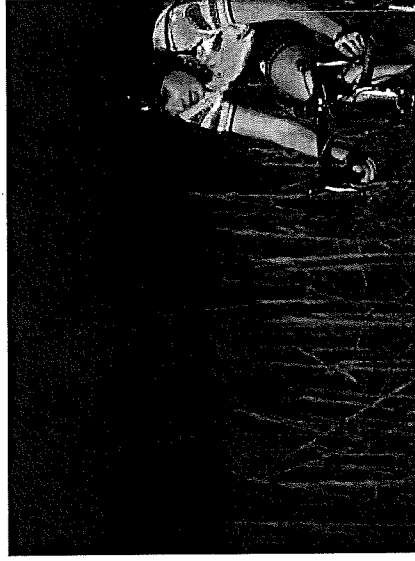
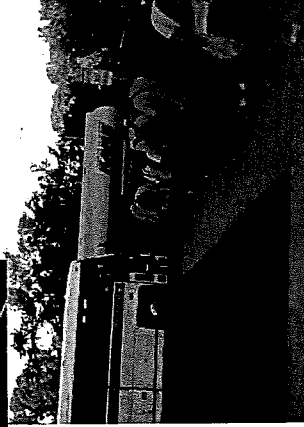
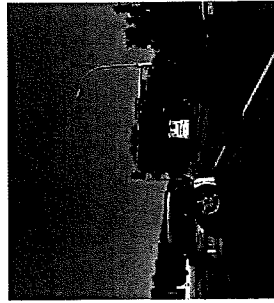
TECHNICAL ANALYSIS SUMMARY

TRAFFIC & ACCESS

The existing Lower Afton Park & Ride currently functions over capacity as a 114-space Park & Ride lot southeast of the intersection of Highway 61 at Lower Afton Road in St. Paul. The surface lot accesses Point Douglas Road with two driveways.

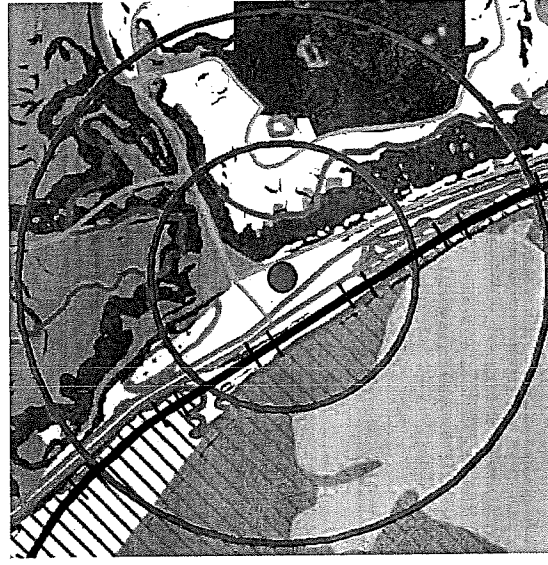
The following shows a list of signalized intersections in the study area. All other intersections are side-stop controlled.

- Highway 61 at Lower Afton Road – Signalized
- Lower Afton Road at McKnight Road – Signalized
- The Minnesota Department of Transportation (MnDOT) long range plans do not include any improvements to Lower Afton Road or Point Douglas Road



Planned Off Road Bike Trail

Plans for an off-road bike and pedestrian trail were approved in Spring 2011. The facility is expected to be constructed in the Fall of 2011 on the north side of Lower Afton Road, from Point Douglas Road to McKnight Road. This trail will provide new bicycle and pedestrian connections to the St. Paul Mississippi River Regional Trail and the existing on-street bikeway on Point Douglas Road.

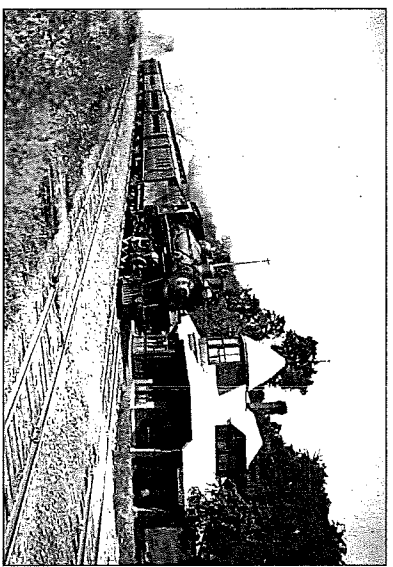


ENVIRONMENTAL

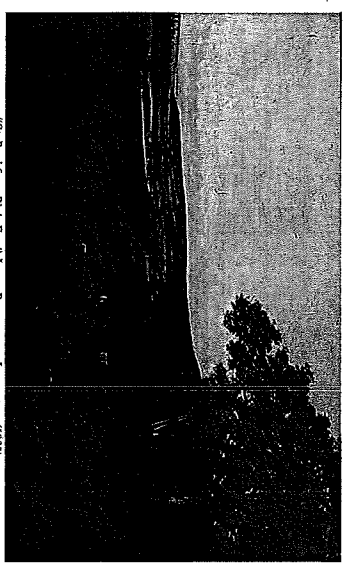
The station is located in the Urban Open Space District of the Mississippi River Critical Area. Pigs Eye Lake Park and Battle Creek Park are considered 4(f) properties. More detailed information is available in the Study Area Inventory and Analysis Technical Report.

TECHNICAL ANALYSIS SUMMARY, CONTINUED CULTURAL & HISTORICAL

The Battle Creek/Highwood area of St. Paul was once the location of the Highwood Passenger Rail Station. There are Native American Burial Mounds located to the southeast of the existing Park & Ride Facility.



Highwood Station, ca. 1901



St. Paul from Pig's Eye, James Duffness Lighthouse (1880).

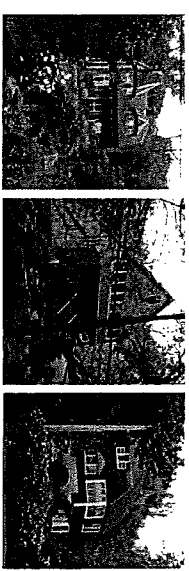
MARKET ASSESSMENT

Lower Afton Station Area Characteristics

- Excellent access from Hwy 61
- Limited controls at Lower Afton Rd and Frontage Rd can make turning at peak times difficult
- High visibility from Hwy 61
- Highway, railroad, and river are barriers to the west
- Partland to the north
- Low density residential to the east
- Steep bluff
- Very little commercial development nearby

Lower Afton Station Area Development Potential

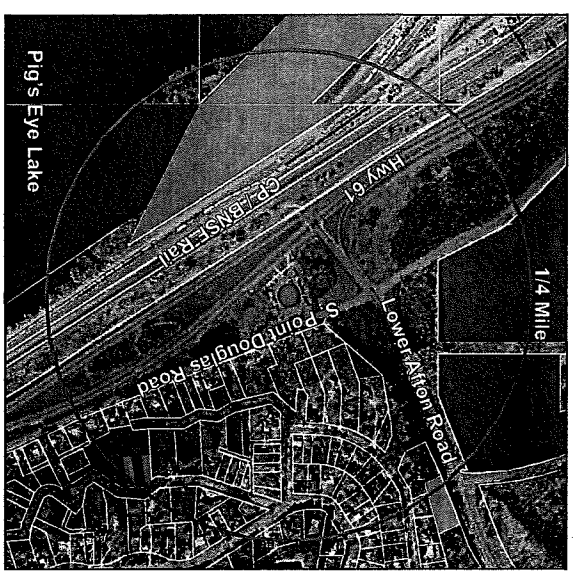
- Limited development potential (i.e. small scale convenience retail, a trail head with bike rental, etc.)
- Numerous physical constraints
- Limited available land, reduces flexibility
- Any new use would be sharp contrast to existing character
- North side of Lower Afton Road has the most development potential, but still very limited



Single family residential homes, many Victorian, line the toe of the bluff along Point Douglas Road

OWNERSHIP PATTERNS / LAND USE / REGULATORY / POLICY

The site is near Battle Creek Regional Park, Pig's Eye Lake and is in the Mississippi River Critical Area. Ownership/Land Use is largely public R.O.W., single family residential, parks, and CPBNSF R.O.W.



RAIL ANALYSIS

Lower Afton Station

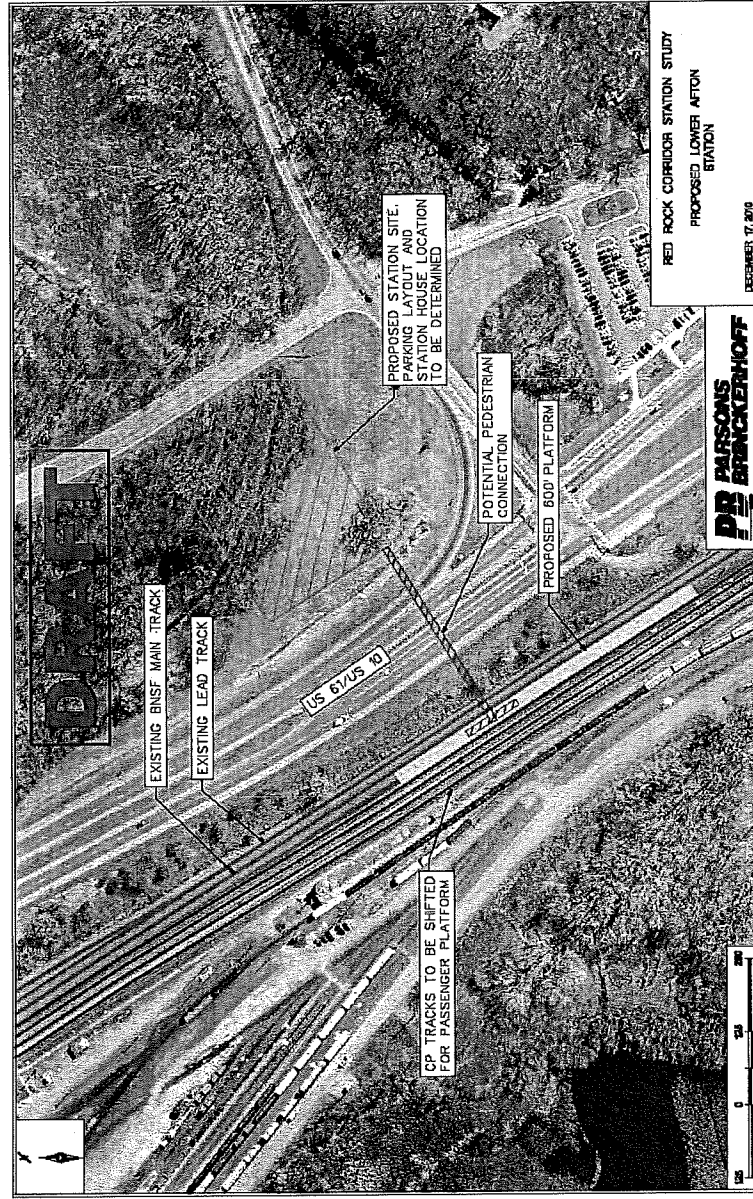
The preferred location for the station platform is directly across from the proposed Park & Ride structure on the north side of Lower Afton Road. However, there are two major operational challenges at this location:

1. Highway 61 is located between the parking lot and the tracks.
2. The locations of existing and proposed tracks in the area create challenges with the platform location. Also, freight rail activities in the area limit the possible platform locations.

The first challenge can be addressed by the construction of a grade separated pedestrian overpass to provide passenger access from the park & ride lot to the track platform.

According to initial findings from the East Metro Rail Capacity Study, still underway at the time of publication of this report, the proposed platform location would involve shifting of some tracks in the area to create enough space in between main tracks to allow for a center platform with vertical circulation. Although this option might initially be more labor intensive to construct, it provides the most flexibility for operations in the congested area as requested by the railroads.

The constraints at the Lower Afton site are not simply resolved by this solution. Further, and possibly extensive, consideration is required involving both rail operators (BNSF and CP) and the overall Red Rock corridor initiative. We suggest that, for station planning purposes, a solution(s) that flexibly accommodate this platform option be considered if possible.



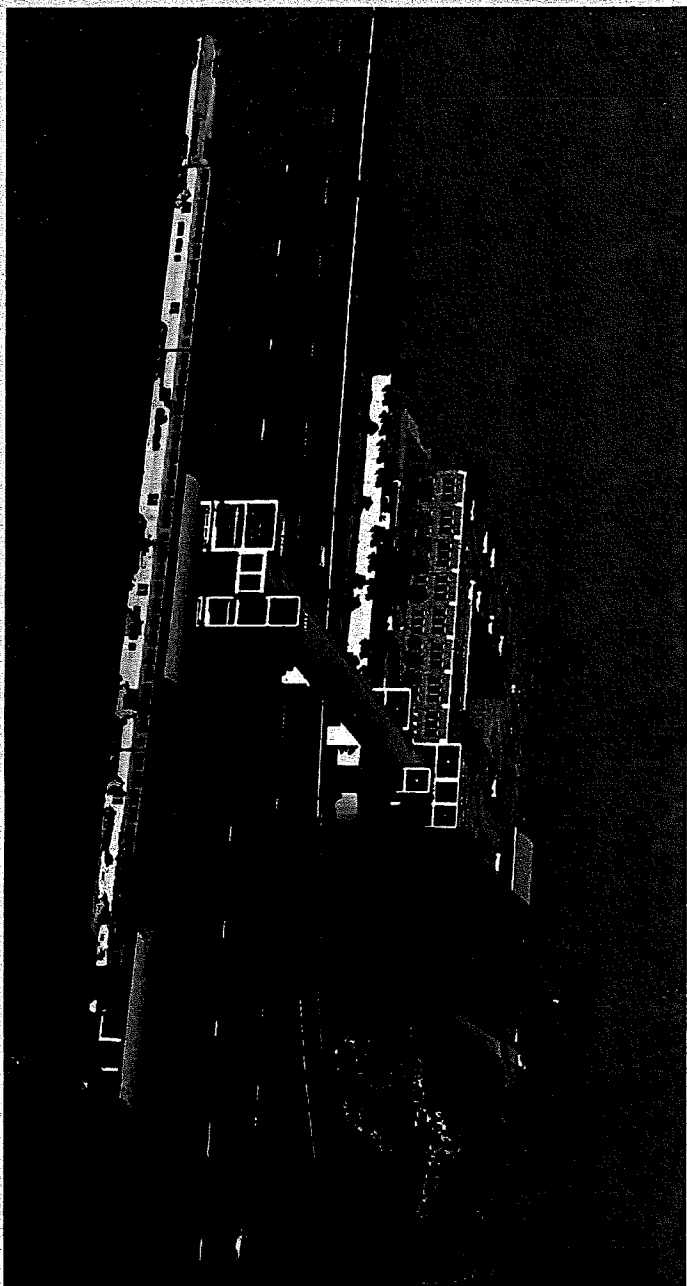
STATION AREA PLANS & VISION

STATION AREA VISION

The planning approach to the Lower Afton Station area is to provide expanded Park & Ride capacity in a context-sensitive design that maintains the environmental integrity of the area.

The commuter rail Park & Ride facilities will be located east of Hwy 61 which will require a grade separated connection from the park & ride facility to the rail platform. Currently, bus riders use the crosswalk to get to the bus stop on the west side of Highway 61. Although this meets safety standards, there are ongoing concerns about pedestrians crossing at grade here because of the volume and speed of traffic on Highway 61 and due to pedestrians crossing outside of the crosswalk. Either a tunnel or a bridge would improve safety and comfort of riders crossing Highway 61. An overhead bridge is recommended for planning purposes because it is perceived to be safer and more inviting than a tunnel and the topography lends itself to an overhead crossing.

Little to no development is possible under zoning guidelines, but there may be opportunities to use the parking facility as a gateway element into Battle Creek Regional Park. This small "welcome center" could provide information and orientation, rentals and convenience services to visitors to the park as well as to commuters. Connections to trails, stormwater management and landscaping will be primary considerations to create a facility that complements the neighborhood while serving the needs of commuters.

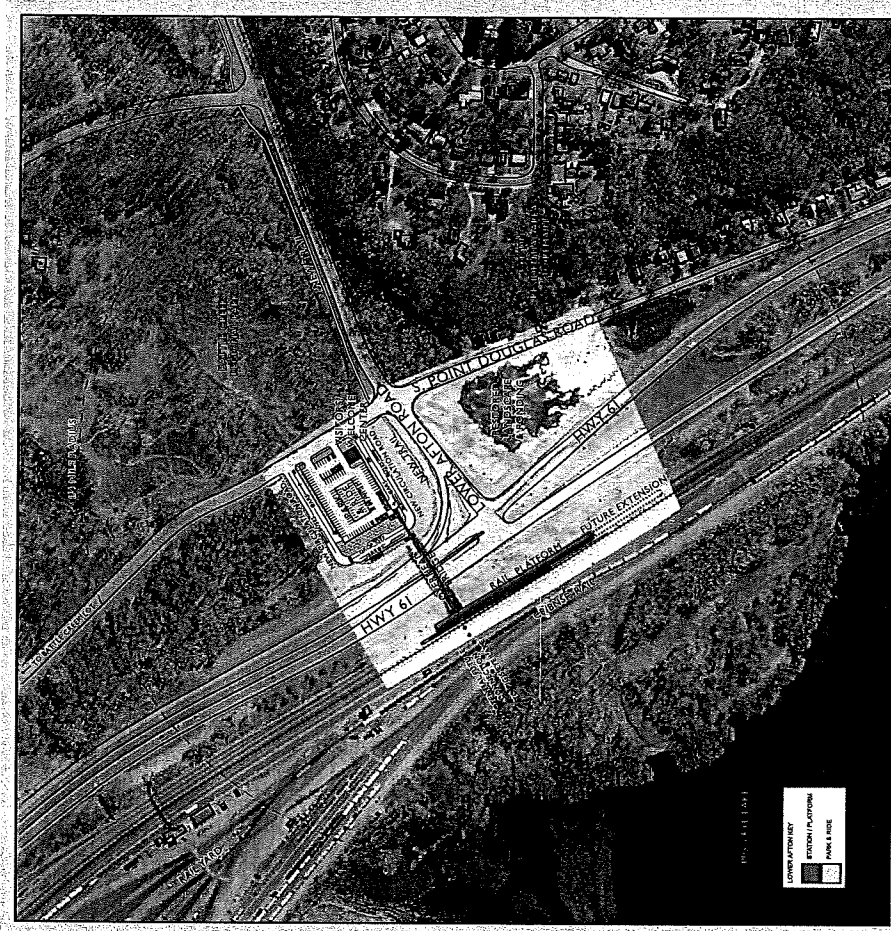


BIRDS-EYE VIEW LOOKING EAST

Lower Afton Station Area Planning Principles

- Connect to existing trails and parks
- Incorporate sustainability where possible
- Existing infrastructure will provide the framework for new infrastructure
- Restore and repair the landscape
- Create an intermodal hub and gateway to Battle Creek Park

ILLUSTRATIVE PLAN - LONG TERM



LOWER AFTON LONG TERM STATION AREA CONCEPT PLAN (YEAR 2040+)

North Option for Park & Ride Location is Strongly Preferred, Recommended

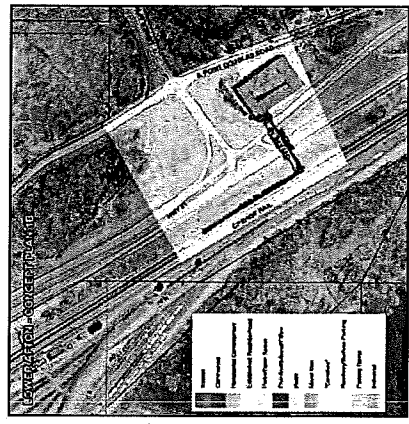
Early community engagement revealed a desire by local residents and City staff to consider shifting Park & Ride facilities to the ROW on the north side of Lower Afton Road rather than expanding the existing facilities south of Lower Afton. Preliminary analysis of both sites revealed several advantages to locating an expanded Park & Ride facility north of Lower Afton Road including:

- Ramp at this site would help to alleviate concerns over siting Park & Ride facilities too close to residential uses along South Point Douglas Road
- The geometry of the available ROW is more regular and greater on the north option allowing for a more efficient ramp design
- The steeply sloping topography would allow a structured facility to be tucked in to the hillside thus greatly reducing visual impact in the largely natural landscape
- No sensitive cultural resources would be impacted
- Access into the site in AM peak times will be easier for most commuters, who are anticipated to be coming from the east on Lower Afton Rd

South Option for Park & Ride Location Lacks Support, Not Ideal

Preliminary explorations looking at siting the Park & Ride facilities south of Lower Afton Road on the site of the existing surface lot revealed significant community opposition and several other limiting factors including:

- Ramp at this site would be incompatible with and obstructive to residential uses along South Point Douglas Road
- The geometry of the available ROW is very limiting and reduces possibilities for an efficient ramp
- Sensitive cultural resources; burial mounds, would be adversely impacted
- An unsignalized intersection makes access in/out difficult during peak times



Lower Afton Station Area Preliminary Concept Plan showing South Option

STATION AREA PLANS & VISION, CONTINUED

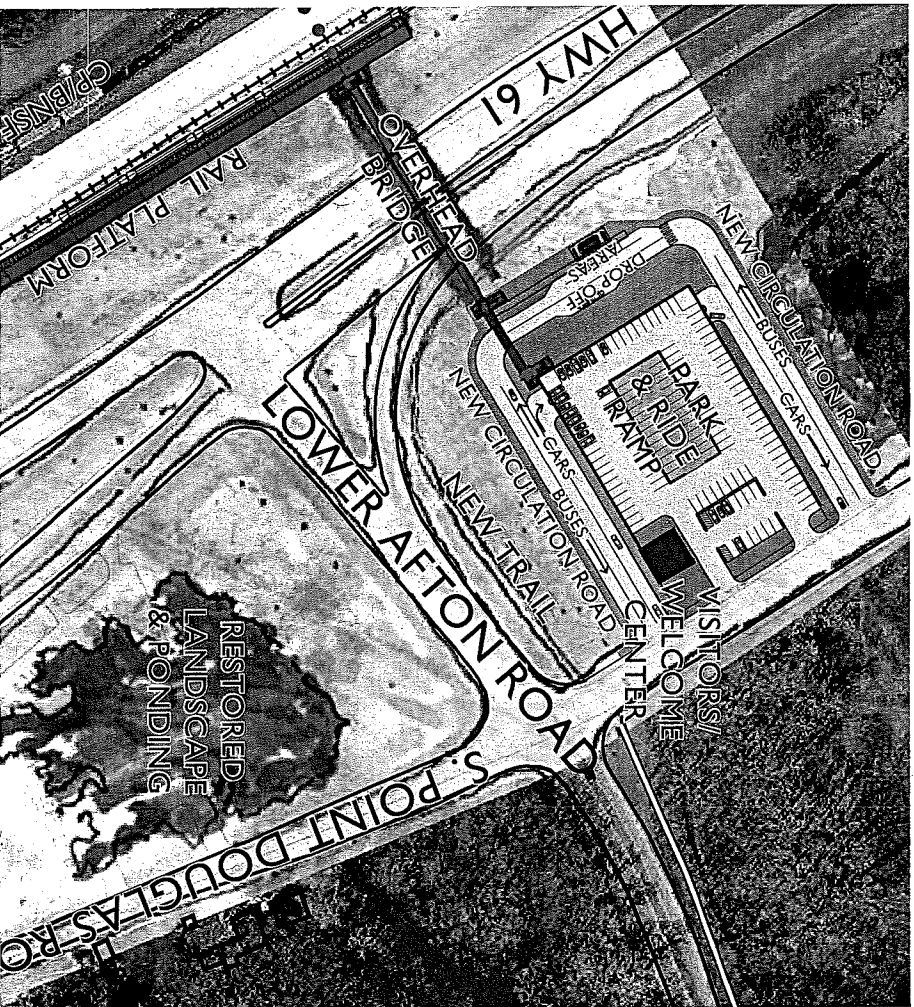
PARKING STRATEGY

The Lower Afton Park & Ride is unique in that it is the closest station to the downtowns. Due to its proximity to downtown St. Paul, it is likely that the vast majority of riders at this location would be commuting to downtown Minneapolis. This is consistent with travel patterns of current riders. A bus rider survey that was conducted as part of the station area planning study showed that of the 47 respondents that get on the bus at the Lower Afton Park & Ride, 100% of them were boarding the 365 to Minneapolis.

The Metropolitan Council Park & Ride plan forecasts a need for 190 stalls to meet 2030 capacity at the Lower Afton Park & Ride. 275 stalls was assumed for planning purposes. Connections with local circulator bus routes 350 and/or 363 should also be pursued.

The existing surface lot currently has 114 stalls and is operating over capacity. Metro Transit is currently studying the expansion of the Park & Ride facilities at Lower Afton Road and is considering how best to expand the Park & Ride facilities.

No new development is proposed at the Lower Afton site except for a small Visitor's Center attached to the Park & Ride. The parking requirement for the Visitors Center was estimated to be 3. parking stalls according to city code, but 14 stalls were planned for preliminarily in order to accommodate users of the regional parks and trails.



Detailed plan of Park & Ride

Preserving Views and Protecting Nature

Unlike other transit stations along the Red Rock corridor, which emphasize transit oriented development, the Lower Afton station is focused on sensitively accommodating commuters while taking special care to preserve, restore, and enhance the natural elements of the site including the bluffs, parks, trails, and views of the Mississippi River valley and downtown St. Paul.



Existing view of downtown St. Paul from South Point Douglas Road

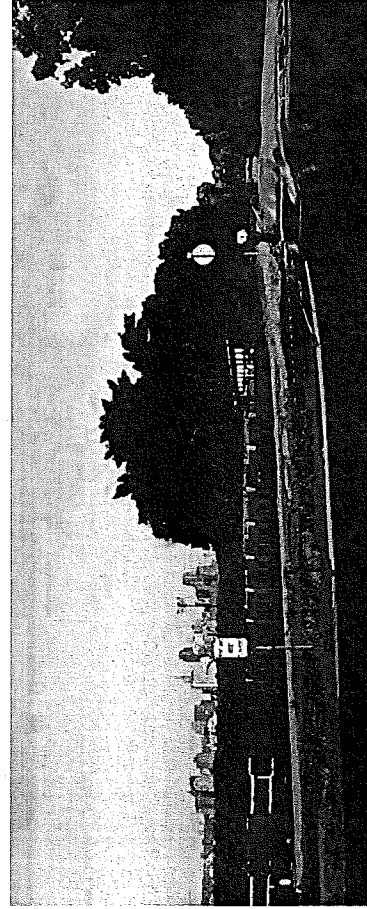
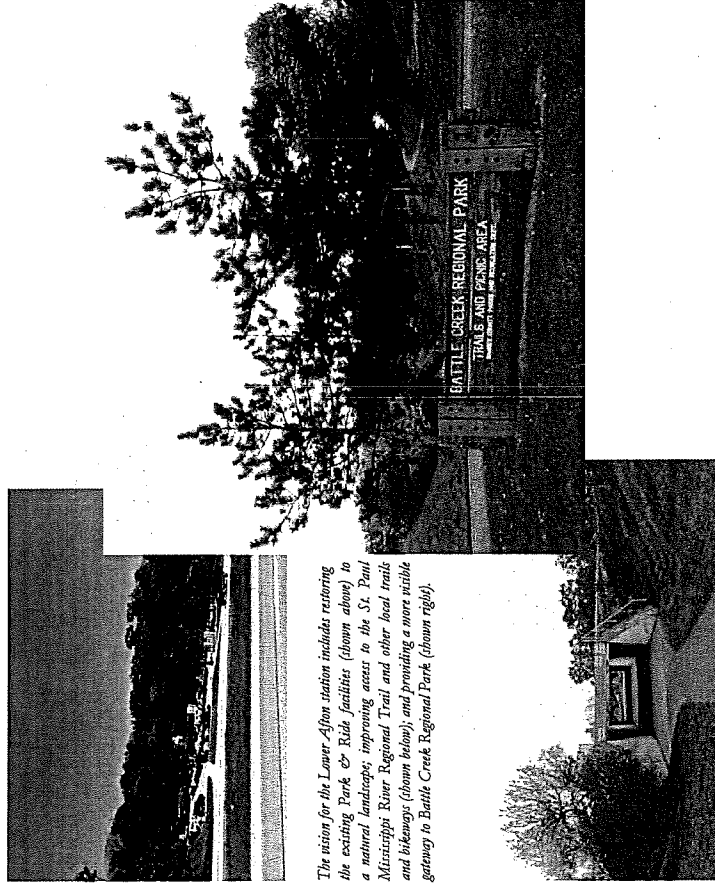


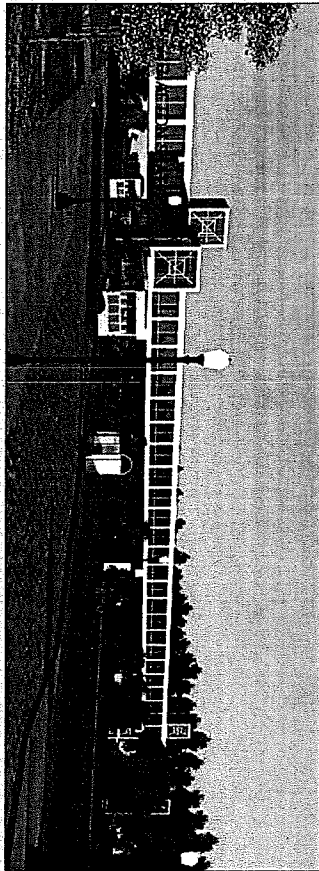
Illustration showing Park & Ride facilities nestled into existing topography to preserve the view to downtown St. Paul from South Point Douglas Road.



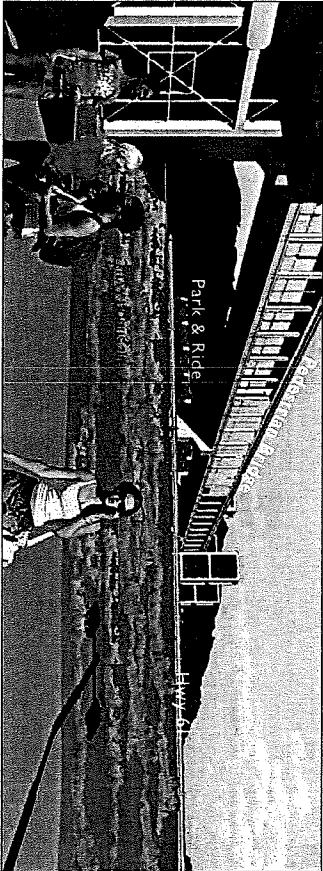
The vision for the Lower Afton station includes restoring the existing Park & Ride facilities (shown above) to a natural landscape; improving access to the St. Paul Mississippi River Regional Trail and other local trails and bikeways (shown below); and providing a more visible gateway to Battle Creek Regional Park (shown right).

STATION AREA PLANS & VISION, CONTINUED

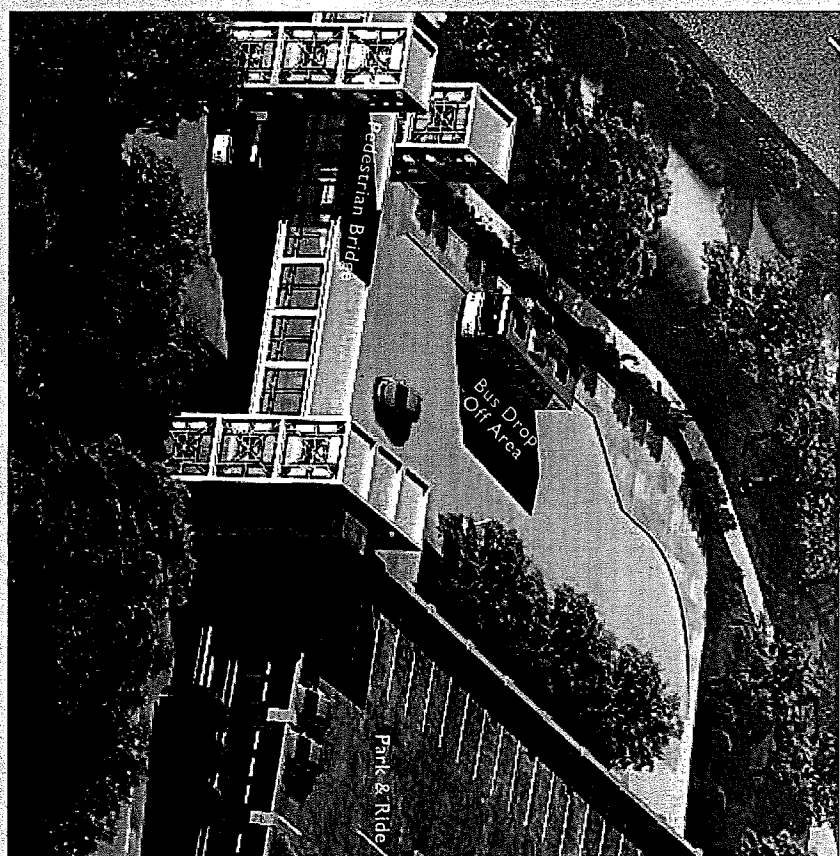
Additional Views and Illustrations



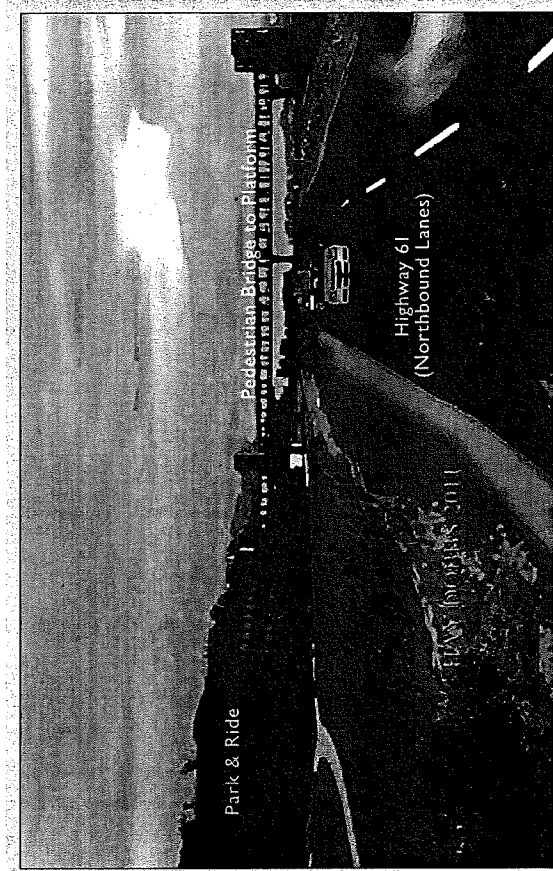
View looking south towards bus drop off area and pedestrian bridge.



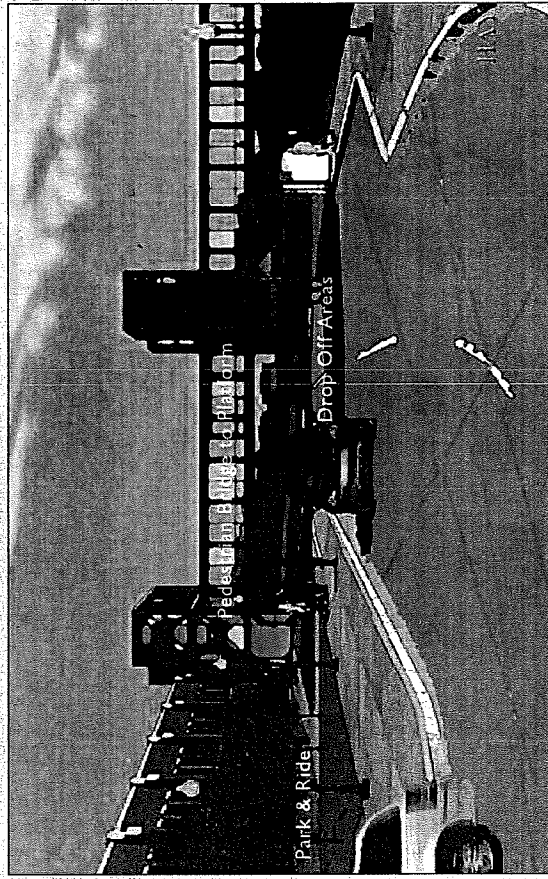
This view from the rail platform looking east shows the pedestrian bridge stretching over Highway 61, and the sloping topography throughout the station area.



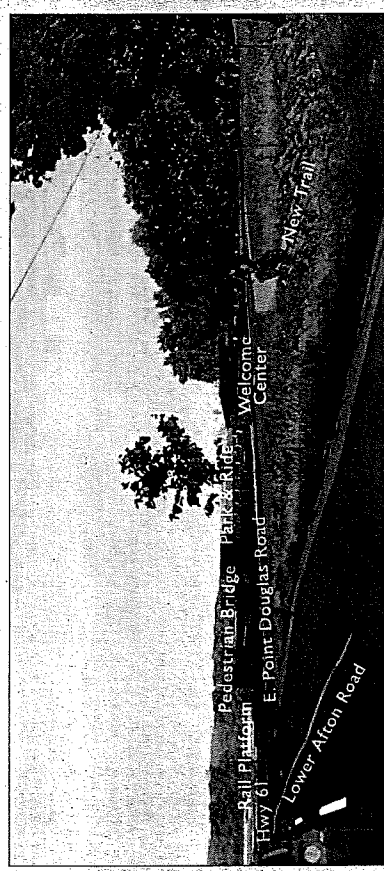
Aerial view looking north towards bus drop off.



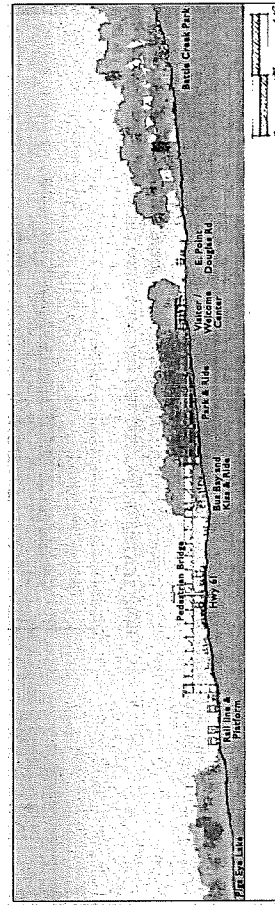
View of pedestrian bridge looking south from Highway 61



View of drop off area and pedestrian bridge to platform

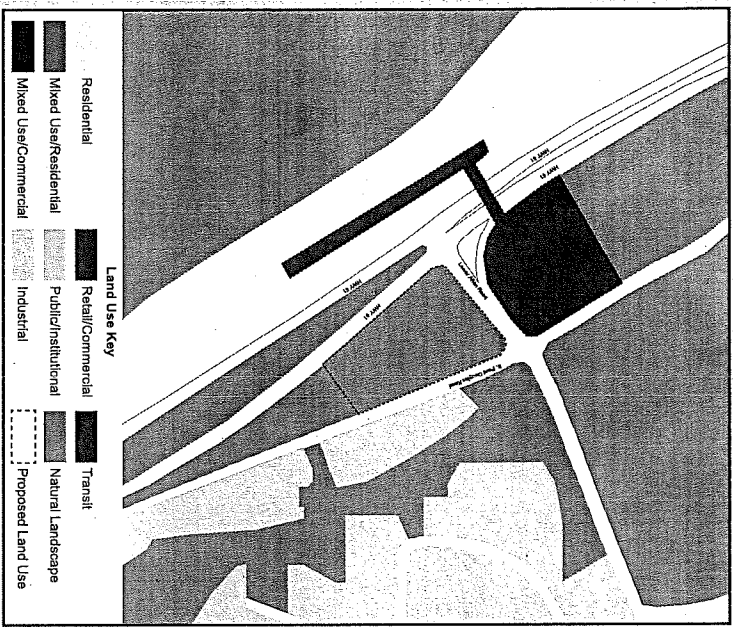


This view looking south from Lower Afton Road shows the new bike and pedestrian trail, the welcome center, the park & ride ramp, and the pedestrian bridge over the highway.



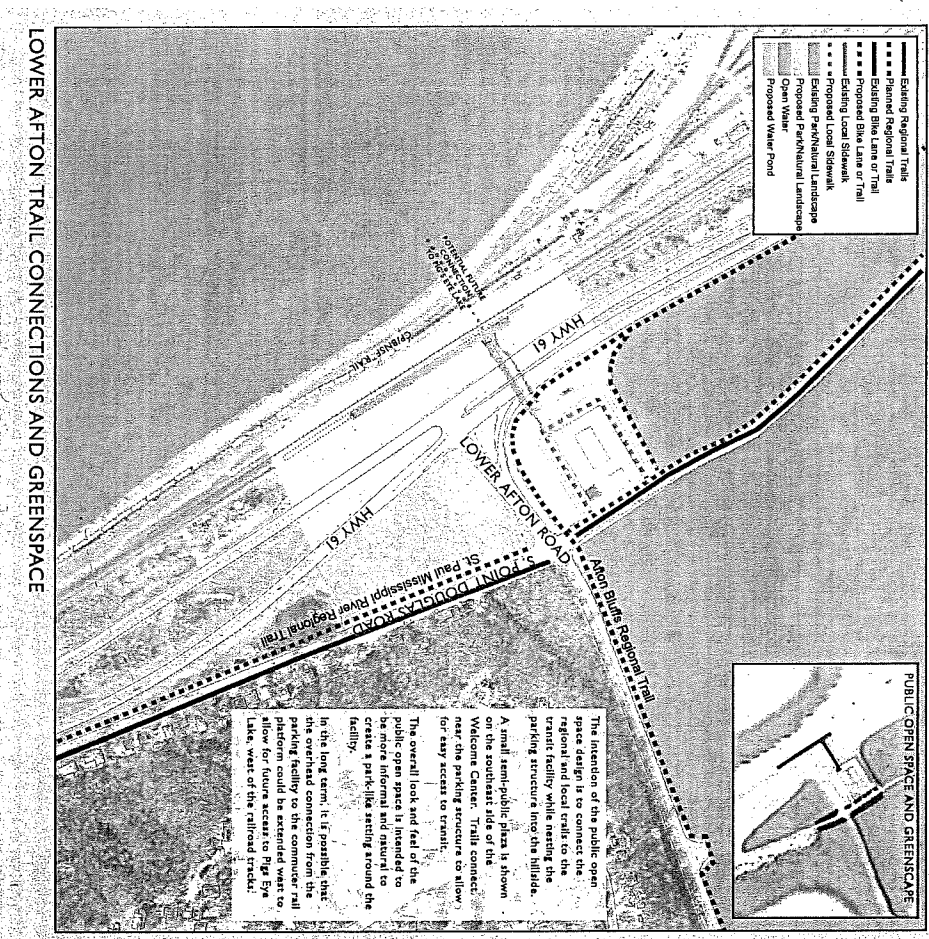
Cross section showing elevation changes from Battle Creek Park down to rail lines and platform

LAND USE PLAN

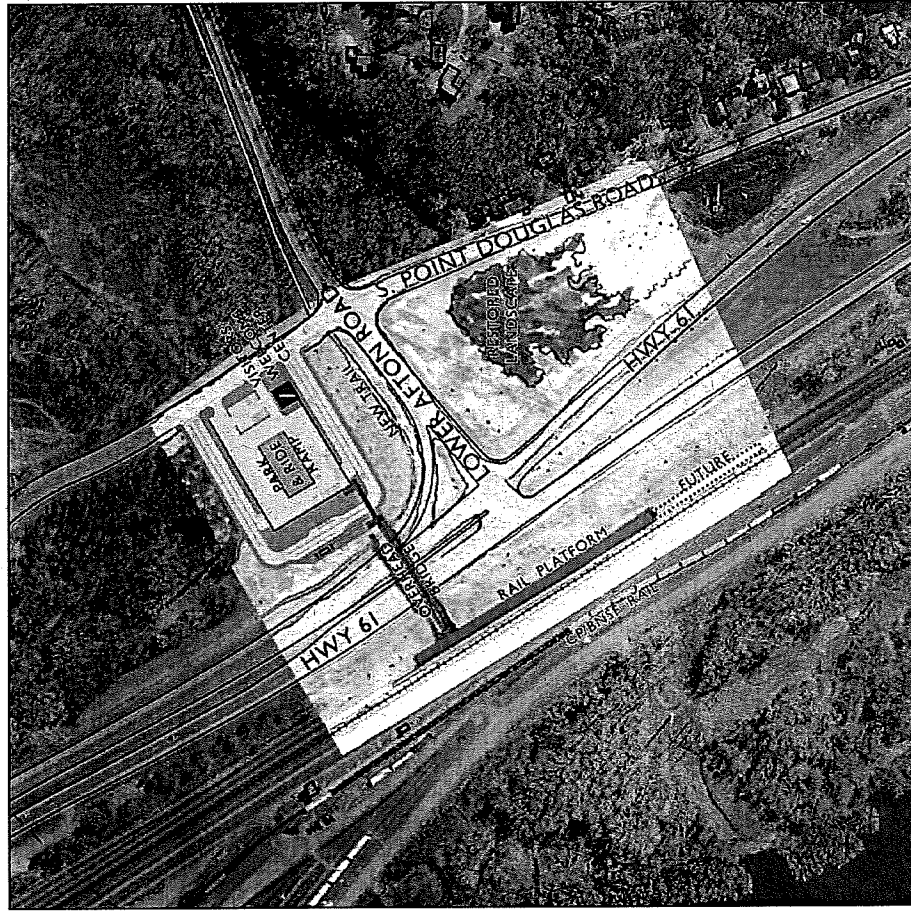


All proposed elements of the conceptual plan take place within MnDOT Right of Way. No other land use changes are proposed.

TRAIL CONNECTIONS AND GREENSPACE



RECOMMENDED BUILDING HEIGHTS & TYPE (YEAR 2040)



Lower Afton
Final Concept Plan - North Option

Lower Afton - Building Scale & Type Summary*

Land Use Type	Building #	Footprint Area (SF)	# Stories	Total
Residential	-	-	-	- sf
Commercial	-	-	-	- sf
Mixed Use	-	-	-	- sf
Civic/Institutional/Office	1	1,625	1	1,625 sf
Industrial	-	-	-	- sf
Recommended Building Scale & Type Summary				
Residential				0 sf
Commercial				0 sf
Mixed Use				0 sf
Civic/Institutional/Office				1,625 sf
Industrial				
# of Housing Units @ 1200sf each (2BR)				0 Housing Units
Job Growth Potential (@ 350sf per worker)				5 Jobs
Park & Ride (commuter demand)				275 Cars
Parking (new development demand)				14 Cars
Planning Study Focus Area (includes both North & South Option)				~ 13.4 Acres

*Plans and calculations are conceptual, based on full build out projections for beyond the year 2040, and may shift as a result of on-going station area planning and programming efforts. Residential SF counts 100% toward Housing Units; Commercial, Civic, Institutional, Office, and Industrial SF counts 100% towards Job Growth; and Mixed Use SF counts 50% towards Housing Units and 50% towards Job Growth.

INVESTMENTS

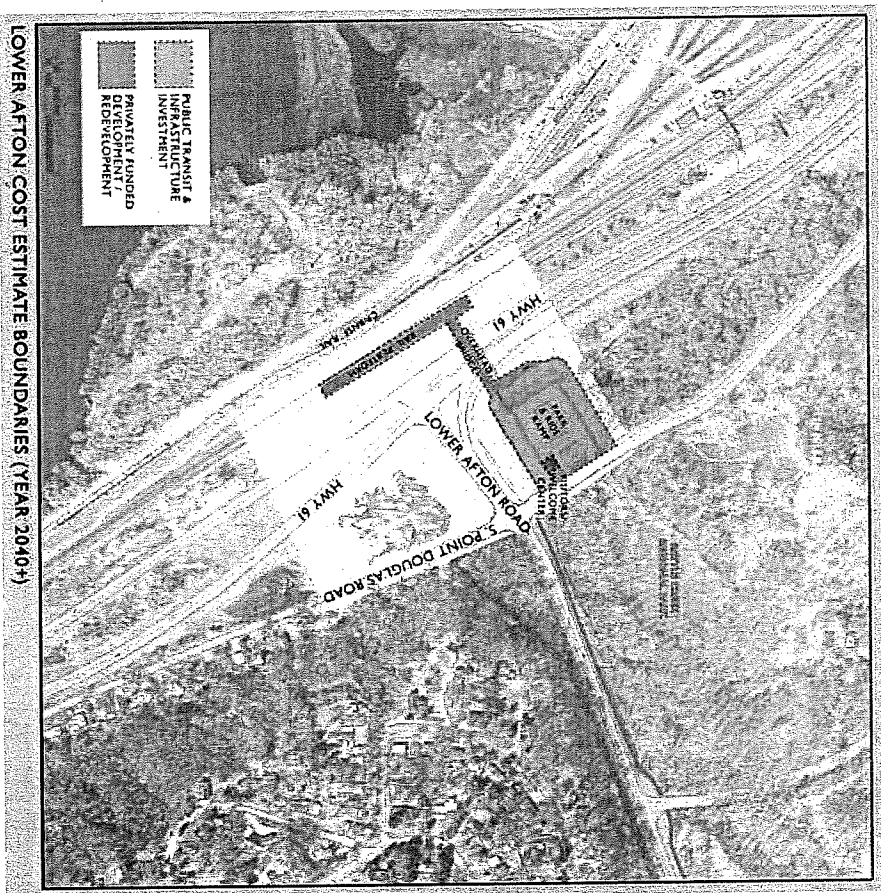
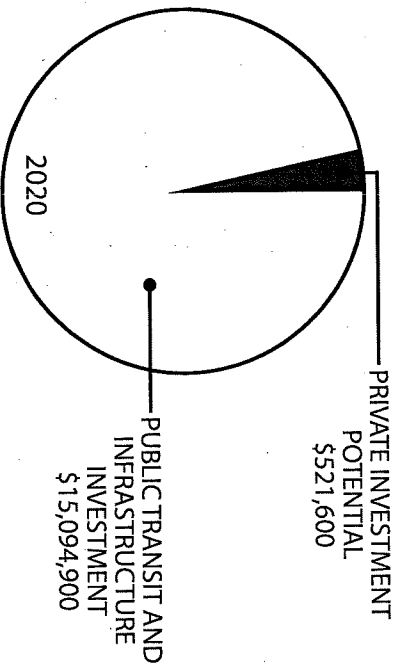
WHO PAYS FOR WHAT?

The preliminary cost estimates identified costs for both the transit station, which would be publicly funded, as well as potential development and redevelopment in the surrounding station areas, which would be privately funded. The public funds would cover the costs of the rail platform, any necessary pedestrian bridges, new roadways to access the stations, and parking lots or ramps for commuters. The private funds would cover the costs associated with new development or redevelopment including new residential, office, commercial, and mixed-use building projects. The pie charts below show the relationship between public funds to build the stations and the potential for private investment in development and redevelopment surrounding the stations.

HOW MUCH WILL NEED TO BE INVESTED?

The cost estimates include implementation of stations in two phases: initial commuter rail service anticipated in the year 2020, and expansion warranted by the year 2040. The cost estimates include the costs associated with the following elements:

- Rail Platform
- Transit Plaza
- Ticketing & Signage
- Pedestrian Bridges
- Parking Facilities
- Roadways
- Utilities
- Environmental Restoration



LOWER AFTON COST ESTIMATE BOUNDARIES (YEAR 2040+)

IMPLEMENTATION & NEXT STEPS

IMPLEMENTATION MATRIX

The matrix to the right identifies station-specific tasks and goals in implementing commuter rail in the Red Rock Corridor. The tasks are broken down into the Immediate Term (0-5 years), Mid Term (6-10 years), and Long Term (11+ Years) and also identify the responsible parties for each task--the lead agency is marked with an asterisk.

In addition to the station-specific matrix in each station chapter, there is a corridor-wide implementation strategies matrix in the introduction section.

More detailed information on implementation strategies are available in the Implementation Guide, available under separate cover.

LOWER AFTON IMPLEMENTATION STRATEGIES	TIMEFRAME				RESPONSIBILITY (*Lead)			
	IMMEDIATE TERM (0-5 YEARS)	MID TERM (6-10 YEARS)	LONG TERM (11+ YEARS)	CITY	COUNTY / RRCC	METRO COUNCIL / TRANSIT	Mn/DOT	OTHER
TASK DESCRIPTION								
Adopt Red Rock Corridor Station Area Planning Final Report	X			X*				
Update Comprehensive Plan and Land Use Regulations to support the Station Area Plan	X			X*	X			
Work with Metro Transit to consider how best to add capacity at the existing Park & Ride facility while considering the long-term vision for the transit station area	X			X		X*	X	St. Paul's District I Community
Work with the Great River Project planning and design team to coordinate a long term vision for a transit station that is integrated and connected to the river and surrounding park areas	X			X	X			St. Paul Parks & Recreation Dept.*
Coordinate with Ramsey County to explore opportunities for a gateway and visitors center for Battle Creek Regional Park as part of the transit facility	X			X	X*			
Continue coordination of environmental review and investigation processes	X			X	X*	X	X	MN Pollution Control Agency, State Historic Preservation Office
Continue coordination with Railroads to establish rail infrastructure improvements needed to implement a commuter rail platform at Lower Afton	X			X	X*	X		Canadian Pacific and Burlington Northern Sante Fe Railroads
Coordinate potential infrastructure improvements for implementing transit station including Lower Afton Road and South Point Douglas Road intersection improvements and relocation or introduction of utilities	X			X	X	X	X	
Continue to engage the public and work with local stakeholders to promote improved transit and economic development in the Red Rock Corridor	X			X*	X	X	X	Red Rock Citizens Advisory Committee
Add Task		X						
Add Task			X					

End of Section

